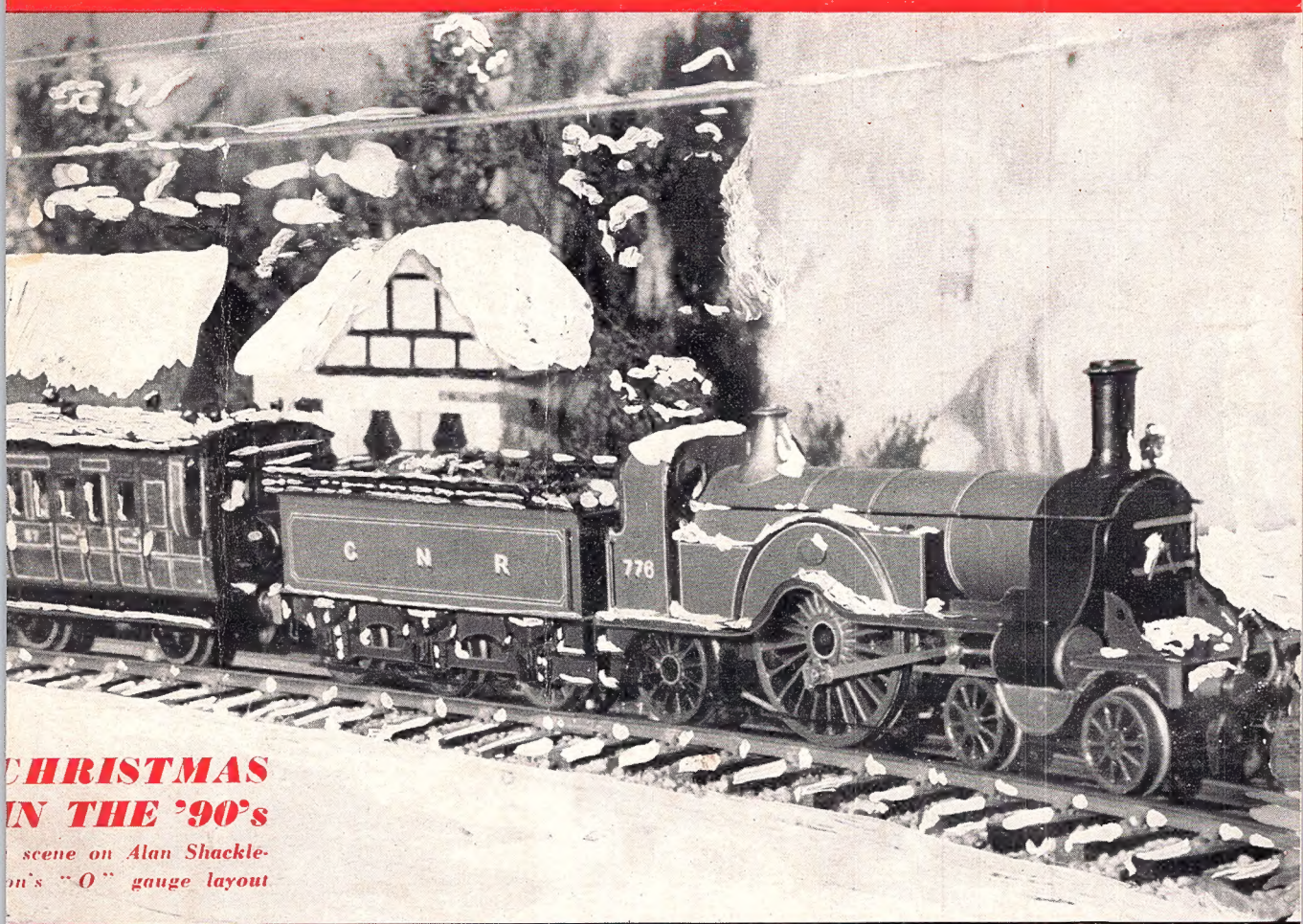
1955 CHRISTMAS NUMBER

RAILWAY MODELLER

DECEMBER



CHRISTMAS IN THE '90's

scene on Alan Shackle-ton's "O" gauge layout

For The Average Enthusiast

PUBLISHED 1'6 MONTHLY

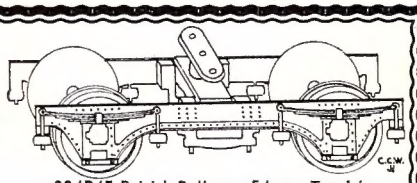
CCW

'00' BOGIES GALORE! '00'

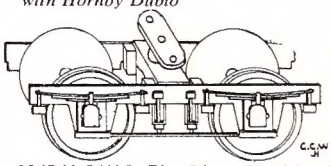
The widest selection of "OO" Bogies ever offered at such an exceptionally moderate price —the sensation of the recent Model Railway Hobby Show. These Bogies are equalized and most realistic in detail. Suitable for 2-rail.

Please state if for use with Hornby Dublo

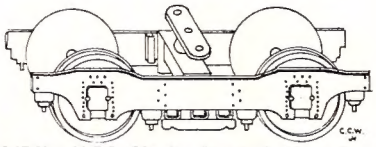
PRICE ONLY **5/-** Tax 1/- per PAIR



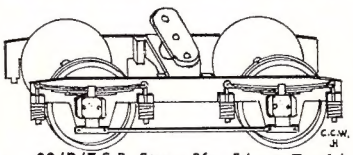
00/B/5 British Pullman, 5/- pr. Tax 1/-



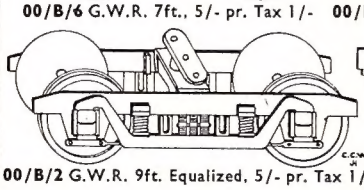
00/B/6 G.W.R. 7ft., 5/- pr. Tax 1/-



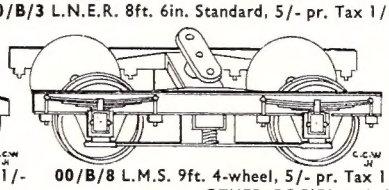
00/B/3 L.N.E.R. 8ft. 6in. Standard, 5/- pr. Tax 1/-



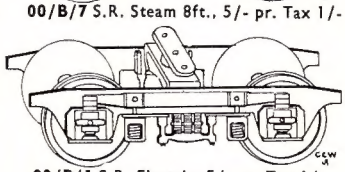
00/B/7 S.R. Steam 8ft., 5/- pr. Tax 1/-



00/B/2 G.W.R. 9ft. Equalized, 5/- pr. Tax 1/-

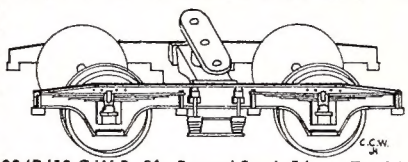


00/B/8 L.M.S. 9ft. 4-wheel, 5/- pr. Tax 1/-



00/B/1 S.R. Electric, 5/- pr. Tax 1/-

OTHER BOGIES include six-wheel, U.S. type, etc.
Tax is NOT payable by OVERSEAS Customers.



00/B/10 G.W.R. 9ft. Pressed Steel, 5/- pr. Tax 1/-

WRITE TODAY for detailed information. Please send 2½d. for Autumn Supplementary Price List. Send 1/- (Post Free) for CCW Catalogue of Coach and Van Construction Kits, Accessories, etc. Send 1/- (Post Free) for "SCALOH" Catalogue ("O" gauge only) of Components (including CCW "O" gauge Kits). Lists and Catalogues FREE to OVERSEAS Readers.

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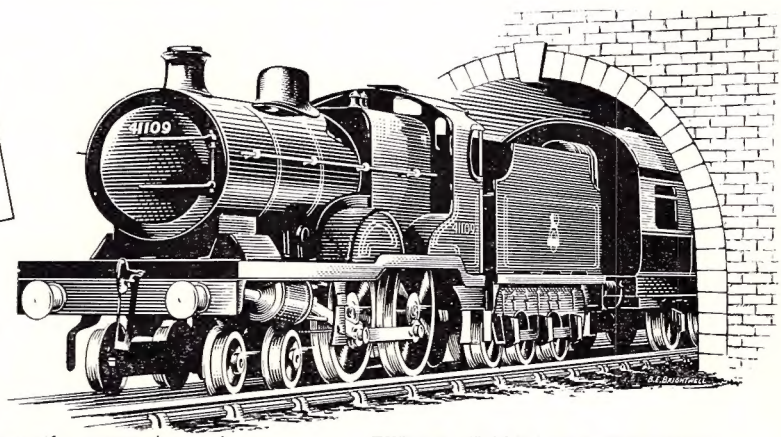

THE B.R. (L.M.R.) 4-4-0 COMPOUND
Gauge "O." Clockwork or Electric.

For indoor and outdoor model railways

Whether you are limited in your resources and want one first-rate, all-purpose locomotive or whether you are the owner-engineer of a system that carries several models on its busy tracks, you will be equally delighted with this powerful and reliable engine based on the original Derby Compound.

NOTE: This is the model chosen by the B.B.C. for their television programme.

Clockwork No. 3302/O, £7/17/6 Electric No. 5302/O, £8/18/-

Complete gauge "O" sets—locomotive, rolling stock and track—are available at prices from £10/10/-.

Don't miss this. A special leaflet on the B.R. Compound (containing notes on model railway construction generally) will gladly be sent to you **free.**

COUPON TO MESSRS. BASSETT-LOWKE NORTHAMPTON

Please send me—free and without obligation—a copy of "4-4-0," the leaflet of the B.R. Compound.

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A Merry HUB MODEL RAILWAYS OF THE WORLD Christmas

REGD. TRADE MARK

WE TAKE THIS OPPORTUNITY TO WISH ALL OUR CUSTOMERS A MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR AND THANK YOU FOR YOUR SUPPORT IN THE PAST

TRI-ANG, HORNBY, SCALE FANS!

Add to your layout the new J.50 CLASS

0-6-0 TANK LOCO 67/6 POST EXTRA

FOR TRI-ANG

Black L.N.E.R. finish, with three-pole 12v. D.C. motor.

For	£	s.	d.
Hornby Dublo, including Peco couplings ...	4	5	0
Farish two-rail, with three-link couplings (or Scale)	3	12	6

Details of other models :

	£	s.	d.
Universal two-rail, with three-link couplings	3	10	0
Universal three-rail, with three-link couplings ...	3	18	0
Farish o/s third, with three-link couplings (or Scale)	4	5	0

Optional extras :	£	s.	d.		£	s.	d.
Screw couplings		5	6	5-pole motor		19	6
Farish couplings		5	0	40 : 1 gears		6	6
Peco couplings		7	0	L.N.E.R., Green finish ...		10	0
Rivarossi couplings ...		6	6	L.N.E.R. Green finish, lined	1	10	0

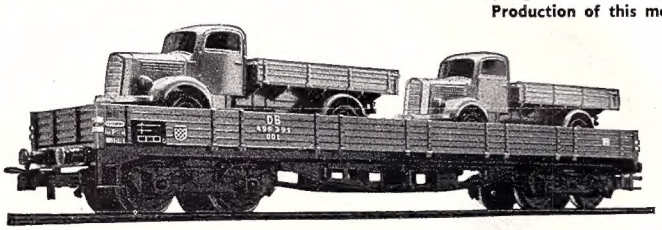
Production of this model is on a limited basis only

LATEST
RIVAROSSI

Reefer (box car)... **32/8**
Flat truck **19/10**

LATEST
HORNBY DUBLO

Well wagon **7/9**



MARKLIN

391/2 low-sided gondola, eight wheels, loaded with two Mercedes **19/3**

307/2 banana van, yellow with blue markings **10/6**

Before you buy

Read THE HUB HANDBOOK AND GUIDE

CONTAINS: MARKLIN, FALLER, HORNBY, TRIX, TRI-ANG, CCW, RIVAROSSI, RATIO, HAMBLINGS, ROMFORD, KIRDON, H. & M., ANORMA, MODELCRAFT, REEVES, WRENN, GEM, NUCRO, ETC.

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MRA DEALER

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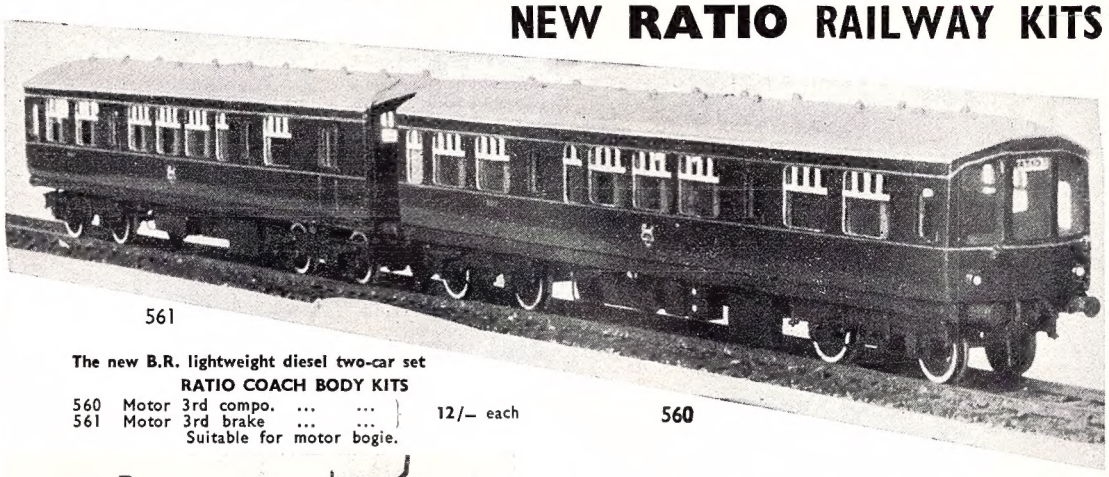
NEW RATIO RAILWAY KITS

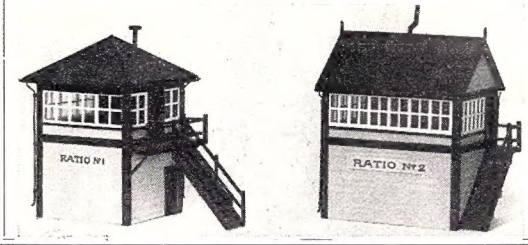


561 560

The new B.R. lightweight diesel two-car set

RATIO COACH BODY KITS

560 Motor 3rd compo. ... ... }
561 Motor 3rd brake ... ... } 12/– each
Suitable for motor bogie.



"OO" GAUGE ONLY

These new signal box kits are ideal for your line too! Easy to build, all parts ready cut.

SB/1 Hip-end roof ... ... }
SB/2 Gable-end roof ... ... } 6/– each

New catalogue in course of preparation

WEBSTER DEVELOPMENT CO.

DENHAM WAY, RICKMANSWORTH

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REALISM

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compare the quality
and you will insist on ..

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the best there is for
modeller and beginner

It will pay you to consider the merits of Wrenn Track, so reliable, so robust, such value for money. Ask your retailer to show you the extensive range of Wrenn Universal ready made products, or send 9d. P.O. direct for sample of flexible track and NEW literature or 2½d. stamp for literature only.

* In spite of recent tax increases
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Best wishes for Christmas from G & R WRENN

G. & R. WRENN, *ENGINEERS & MANUFACTURERS,* **11 HONYWOOD ROAD, BASILDON, ESSEX**

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SOUTHGATE
Near Southgate tube station

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WINCHMORE HILL ROAD
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DECEMBER 1955

WINTER PRICE LIST

PAGE ONE

LAY FLEXIBLE TRACK NOW !

Now is the time to change to flexible track. Flexible track improves the appearance of your layout and ensures smoother, quieter running. It is easy to lay and you curve it as you wish. There are points, crossovers and diamond crossings which can be operated by remote control. Lay flexible now and save money when you want to extend !

OUR TRACK CONVERSION PLAN

We take your Dublo, Trix or Tri-ang track in part exchange for Wrenn, Gem or Peco flexible track. The cost of conversion is low—in the case of Tri-ang it costs practically nothing. Check the exchange value of your track with these figures.

	Dublo	Trix	Tri-ang
Straights	1/6	1/–	1/3
Ordinary curves ...	9d.	6d.	9d.
Large radius curves ...	1/9	—	1/6
Halves, quarters, shorts	6d.	1/–	6d.
Terminal or uncoupling rail	1/–	1/–	1/–
Remote uncoupler ...	5/–	7/6	—
Points :			
Hand, latest type ...	5/–	5/–	6/–
Remote	12/6	12/6	12/6
Isolating rail	6d.	—	—
Buffer stop	9d.	2/–	6d.
Diamond or level crossing	5/–	5/–	5/–
Switches	1/6	2/–	—

Don't waste money buying more proprietary track. Convert to flexible track now under our unique scheme. Postage and packing on flexible track 2/- minimum.

WRENN UNIVERSAL TRACK

If you want a reliable, robust track you will select Wrenn universal, with its variety of attractive turnouts and crossings. The rail is treated steel and made to B.R.M.S.B. coarse scale standard.

	2-rail	3-rail
Track in yard lengths	4/8	6/2
Points, straight or curved ...	10/6	12/3
Crossovers	25/8	28/7
Switch crossings	11/8	13/7
Buffer stops	2/6	2/8
Uncoupler rails for Wrenn ...	3/6	3/6

Fishplates (pkt. of 48), 4/3. Point levers, 1/9
Adaptors (per pr.), Dublo 2/11, Trix 3/4, Tri-ang 2/9

WRENN BOOK SENT FREE FOR 4d. POSTAGE

GEM UNIVERSAL FLEXI-TRAK

Gem scale base has a strong appeal for those who want "scale" appearance with all the advantages of B.R.M.S.B. coarse scale rail and universal points. Gem short points are easy to fit into the small layout.

	2-rail	3-rail
Track in yard lengths	4/8	6/2
Points : 24in. radius	10/9	12/6
36in. radius	13/5	15/–

Fishplates, packets of 36 for 1/10.
Gem catalogue sent for 1/-, post 4d.

PECO UNIVERSAL SPIKED TRACK

Do it yourself with Peco spiked track ! It is easy to lay, strong and inexpensive. It can only be laid on a softwood or softboard base. Instructions for laying track, points, crossings, etc., supplied free with each order.

Sleepers, 200 for 2/6.
Spikes, 1oz. (about 600) for 2/5.
Universal rail, per dozen 18in lengths, 5/5.
Rail joiners, per 24, 1/11.
Ballast underlays, 2/7 pkt.

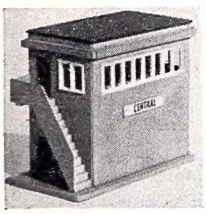
PECO SPIKED TRACK KITS

Trial packs to make up 6ft. of spiked track are available for Scale, Dublo and two- and three-rail Universal. Try one of these kits and see how easy it is to lay good track with Peco spikes. Price includes ballast underlay.

Scale two-rail, 8/3.
Dublo, 10/3.
Universal, two-rail 9/-, three-rail 11/3.

SOUTHGATE GENERAL EXCHANGE SCHEME

We are prepared to exchange locos, rolling tock, etc., for track and other equipment. We will exchange Tri-ang to Trix or Dublo to Tri-ang, or vice versa. We also take Dinky toys in part exchange for railway equipment. We do not make offers for locos, rolling stock or Dinkies without seeing them.



FOR ALL "OO" & "HO" LAYOUTS

Lighted signal box (12/18 volts A.C./D.C.) with realistic whistle. Complete with wire, switch and instructions.

27/11. Post 1/6

SOUTHGATE HOBBYSHOP — PRICE LIST

PECOWAY CURVABLE TRACK

The track for the specialist who wants everything in fine scale or the nearest possible. Supplied in 18in. lengths in bundles of 6 and cartons of 12. Points and kits also available.

TRACK

Standard A	2/7	Super A Nickel Silver	3/8
H/D ...	3/8	H/D	4/10
,, R	3/1	Standard T/M ...	3/11

POINTS

Super A	19/11	Super A Kit	11/7
H/D	22/10	H/D Kit ...	12/7
Standard R	21/–	Standard R Kit ...	11/7
T	27/3	T	13/8

ADAPTOR RAILS: A 3/-, H/D 4/3, R 3/4, T 4/3

PECO TRACK COMPONENTS

Simplex decoupling units:
Minor A/HD 1/10, R/T 1/10, major A/HD 3/9
Fishplates — Bullhead 25 for 1/10. Flat bottom, 2/–
Sleepering, 1/32in. thick, per 12 18in. lengths ... 2/8
Track fixing pins, ¼in. or ⅜in., per ¼oz. 1/6
Rail nails, per packet of 600 ... ... 2/8
Rail: Bullhead nickel silver, per 12 18in. lengths 6/–
FB scale, treated steel do 4/3
FB scale, nickel silver do 6/7

ROLOGAUGES—Scale, Dublo, Tri-ang or Trix ... 3/–
Peco price list and guide 1/6, postage 4d.

PECO WONDERFUL WAGON KITS

Kit complete 7/6
Post 4d.

You can make these attractive, colourful wagons in an evening. Everything is supplied, including simplex couplings and nylon wheels (please say if A/HD or R/T required). Make one and you will make the lot—they run so smoothly with their sprung axles. Names available: Devlins, Hickling, C. & G. Ayres, Parkend, Craven Llewelyn, Richard White, Shelley, Peterborough Co-op, Wm. Tickle, Frank Jackman. Ayres & Jackman available with "dirty" sides.

PECO ACCESSORIES

Wagon chassis kit ...	6/3	Rail cleaner	1/10
Spoked nylon wheels A/HD 1/5, R/T 1/4		Uni-lever	1/10
		Underframe kit ...	4/6
Simplex auto-coupler for Trix and Dublo	2/5	Rail paint	1/–
		G.W.R. lever ...	3/3

WILLS G.W.R. SHUNTER TRUCK KIT

The "success" of the Model Railway Hobby Show. Finely and accurately detailed parts which you put together without solder. Kit is complete less wheels and couplings.

Price 6/11, postage 4d.

WILLS SCALE FITTINGS

The fine finish of the first of this new range has a strong appeal for the keen modeller. The range will be extended as soon as possible.

Wagon axleguards Each	6d.	Torpedo vents Per doz.	1/4
Wagon buffers, webbed Each	3d.	Van axleguards. Each	7d.
		Coach buffers. Each	3d.
		Loco buffers. Each	3d.
Loco lamps	2½d.	Shell vents. Per doz.	1/4

GENERAL ACCESSORIES

S. & B. point levers for universal points, 3/16in. throw 2/4
Loading gauge 3/3
Ground signal 2/8
GEM uni-lever with universal throw. Complete ... 1/7
Rail built buffer stop kits 1/10

GEM LEVER FRAME SWITCHES

	Manual	Electrical
4 lever	9/–	13/6
6 ,, ...	13/6	19/9
8 ,, ...	18/–	27/–
12 ,, ...	27/–	40/6
20 ,, ...	45/–	71/6

Please state if permanent or passing contact required.

THE DERMIC OILER

for all small oiling jobs ... 4/11 Spare needles ... 9d.

GARNA FILES

Handy garnet covered files for general modelling 6d. each, set of four 1/11

PLAYTOWN BUILDING KITS

Buildings in brightly coloured tough plastic which can be put together in their many variations by anyone. Rather over-scale but will brighten any layout.

House	10/6	Mews	8/11
Bungalow	7/11	Service station ...	8/11
Shop	7/11	Private garage ...	4/6
Fire station	7/11	Conversion set to make 2nd storey	4/6
Police station ...	7/11		

USEFUL CATALOGUES AND GUIDES

Peco catalogue and guide, 1/6; Anorma, 1/-; CCW, 1/-; Ratio, 1/-; Gem, 1/-; Mastermodel, 9d.

SOUTHGATE HOBBYSHOP, 1 BROADWAY, LONDON, N.14

SOUTHGATE HOBBYSHOP — PRICE LIST

PAGE THREE

TRIX TWIN SUPER SERVICE

We are Trix stockists and specialists. Trix owners everywhere can get the help and attention necessary to obtain the full benefit from their Trix trains.
We will clean and service any Trix loco sent to us with 5/-. If spares or expense are necessary a report will be sent before any action is taken.

Lighted manual signals ... ... **8/3 & 10/9**
Trix Catalogue ... ... **3d.** post free
Trix 1956 Year Book ... ... **2/6** post free

JUST OUT
"Showing the Way" ... ... **1/6** post free

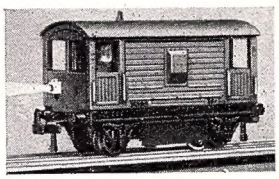
THE AMAZING JUNIOR TRIX TRAIN

All-electric but no mains or batteries required. Junior can play for hours without fear of trouble. The sturdy generator drives the train backwards and forwards. Ideal for shunting on a big layout.

Goods set, **£6** Passenger, **£6/10/-**

GOODS BRAKE WITH LIGHTS

Lighted rolling stock is a unique Trix feature which can be adapted to other layouts. **20/3**



OTHER TRIX FASCINATIONS

Operative dump wagon set **47/9**
Elevator conveyor **£7/14/9**
Predetermined train control **53/–**
Whistle signal box **28/6**
,, set complete **64/9**
Pullman coach with lights **26/3**
Scale coach with lights **22/–**
Suburban bogie coach **11/9**
Express parcels van **11/9**

All Trix rolling stock can be supplied with wheels for Dublo track.

TRIX TWIN SPARE PARTS

WE CARRY THE FULL RANGE OF SPARES FOR YOUR TRIX TWIN RAILWAY

BILTEEZI SHEETS

The cutouts that make the buildings in all the best layouts. You see them in the model press! Line them with heavy card or balsa. Each **1/9**, post 4d.

A1 House.
2 Garage.
3 Church.
4 Public-house.
5 School.
6 Accessories.
B1 Country station.
2 Factory.
3 Loco shed.
4 Platforms.
5 Signal boxes.
C1 Coaling stage.
2 Oil and water tanks.
3 Goods shed.
D1 Cottages.
2 Farm buildings.
3 Large barn.
4 Tudor inn.
5 Tudor shops.
6 Tudor buildings.
E1 Suburban houses.
2 Bungalow.
E3 Block of flats.

MODELLING NECESSITIES

Reeves poster paints ... ... Pot **10½d.**
Reeves railway paints **1/6**
CCW railway paints **1/6**
Cork granules ... ... Pkt. **6d.** & **1/-**
Cork sheet, 12in. x 18in. **1/6**
Cork granules ... ... Pkt. **6d.** & **1/-**
Balsa offcuts ... ... Pkt. **8d.**, **2/-** & **5/-**
Balsa cement ... ... Tube **6d.**, **10d.** & **1/-**
Croid liquid glue ... ... Tube **1/-**
Celspray outfit **8/6**
Scenic background **8/9**
Plastic coal ... ... Pkt. **9d.**, Sack **3/6**
Tunnel mouth, double **2/11**
Tree making kit **3/–**
12/14-volt bulbs **1/3**
Bulb holders ... ... **6d.**

MODELCRAFT LINESIDE KITS

Footbridge **2/6**
Signal box: small ... **2/6**
large ... **4/6**
Trackside features ... **4/6**
Water towers ... **3/–**
Country station ... **5/6**
Loco shed **8/–**
Suburban station ... **7/6**

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A: SOUTHGATE RAILWAY CATALOGUE
B: MODEL MAKERS' LIST
C: AERO MODELLERS' LIST
D: GIBBONS'S STAMP ALBUM LIST
E: PAINTING BY NUMBERS (Craftmaster, Colourcraft, Raphel)
F: MARQUETRY KITS

SEND 4d. STAMP FOR POSTAGE

SOUTHGATE HOBBYSHOP, 1 BROADWAY, LONDON, N.14

PLEASE TELL YOUR FRIENDS ABOUT THE **RAILWAY MODELLER**

SOUTHGATE HOBBYSHOP — PRICE LIST

MASTERMODEL LINESIDE ACCESSORIES

1	Railway staff (5)	2/–	29	Glass crates (3)	1/–	62	Police box with patrol ...	2/–
2	Passengers (5)	2/–	30	Corrugated iron (3) ...	1/–	63	Pillar boxes (2)	2/6
4	Seated figures (5)	2/–	31	Inquiry kiosks (2) ...	2/–	65	Coal bunker and scale ...	4/–
6	Double station seats (2)	2/–	32	Cable drums, lagged ...	2/–	66	Station clocks (2) ...	1/6
7	Platform accessories (7)	2/–	33	Esso oil drums (6) ...	2/–	67	Pedestrians (5)	2/–
8	Milk churns (12)	1/6	34	Watchman's hut and man	2/6	68	Girder bridge (single) ...	10/6
9	Level crossing gates (2)	3/–	35	Cable laying party (4) ...	2/6	69	Belisha crossing set ...	1/6
14	Smith's bookstall	4/6	38	Sand bin and fire buckets	2/–	70	Bus shelter	2/6
15	Telephone kiosks (2) ...	2/–	40	Permanent way cabin ...	4/9	71	Working model crane ...	8/9
16	Station lamps (3)	1/6	42	Railway container	2/6	72	Gents' toilet	4/6
19	Tar barrels (6)	1/–	43	Cycle rack and 4 cycles	2/–	73	Pit workers	2/–
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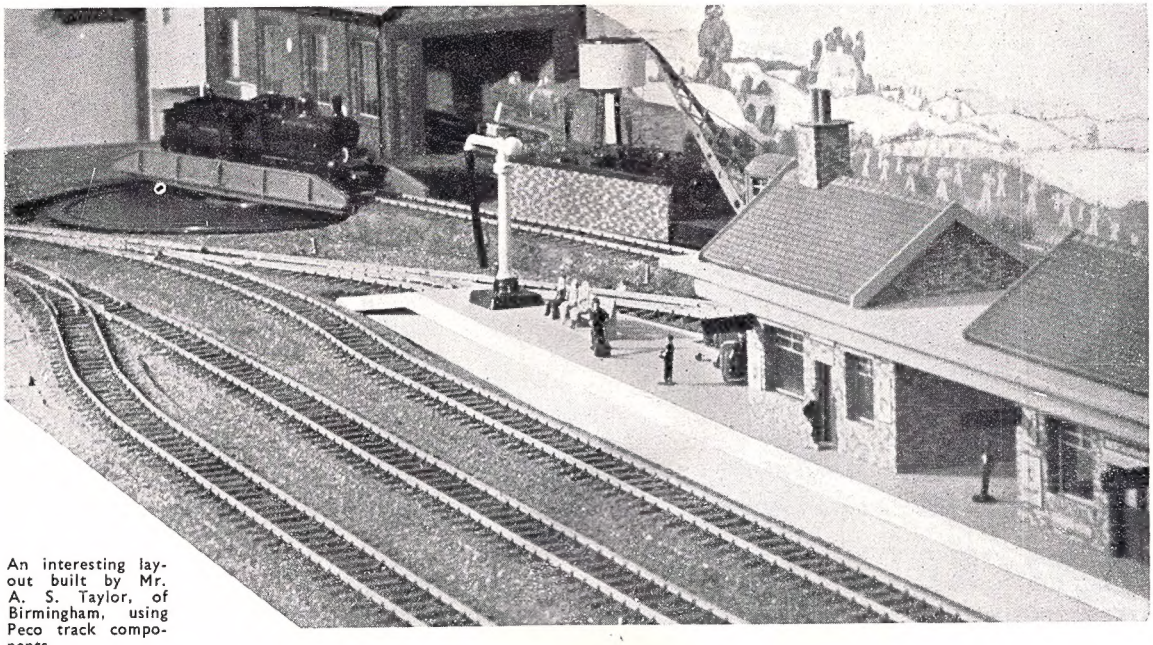

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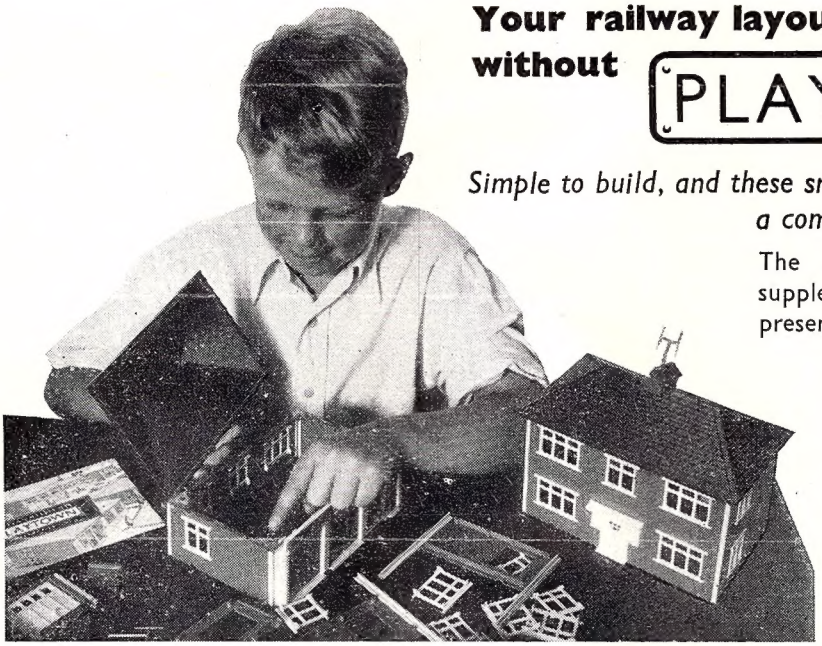

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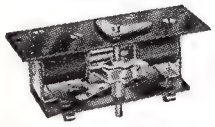

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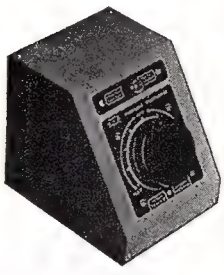

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For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 6. No. 62. DECEMBER 1955

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BACK NUMBERS

Back numbers of most issues of the Railway Modeller from November 1951 are available, price 9d. each plus postage (2d. first copy, ½d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

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NEXT MONTH

In the first part of a two-part article, Ken Northwood describes how he rebuilt and super-detailed a Graham Farish King. The methods described apply equally well to any die-cast or even moulded loco body, so we feel sure that many readers will find this extremely valuable.

THE LOBBY

WITH this our Christmas Number we first convey to our readers at home and overseas our most sincere greetings, coupled with the wish that they will, in the coming year, enjoy very many more happy hours of railway modelling.

Having now completed our task for 1955, we hope to your approval, it is not unnatural for us to pause for a moment and look back over the twelve issues comprising Volume 6. We do feel justly proud, for with your continued support we have been able to produce a volume containing no less than 300 editorial pages, plus another 200 pages of most interesting and useful advertisements, making the greatest ever value provided by a British model railway publication. This volume also includes three special numbers in which we were proud to give you previews of the Model Railway Club Exhibition, The Model Railway Hobby Show and, in this Christmas extra, the Manchester Model Railway Society Exhibition—the leading events of the year. Our friends the advertisers are ever anxious to help you, and in order to help them to do so at this busy time of the year we have included in this issue our special order form feature for your immediate convenience. Do not forget to tell your friends about the RAILWAY MODELLER—a year's subscription might well make that present you are looking for.

Now for the RAILWAY MODELLER Cup Competition! For the benefit of new readers we would explain that the cup is awarded annually to the author of the best article, and that it is our readers who make the choice. Full details are given on page xiii, together with the entry form. This fascinating competition is yet another RAILWAY MODELLER speciality, and incidentally it is of the greatest assistance, as it enables us to gauge your wishes ; so we look forward to receiving an even greater entry this year.

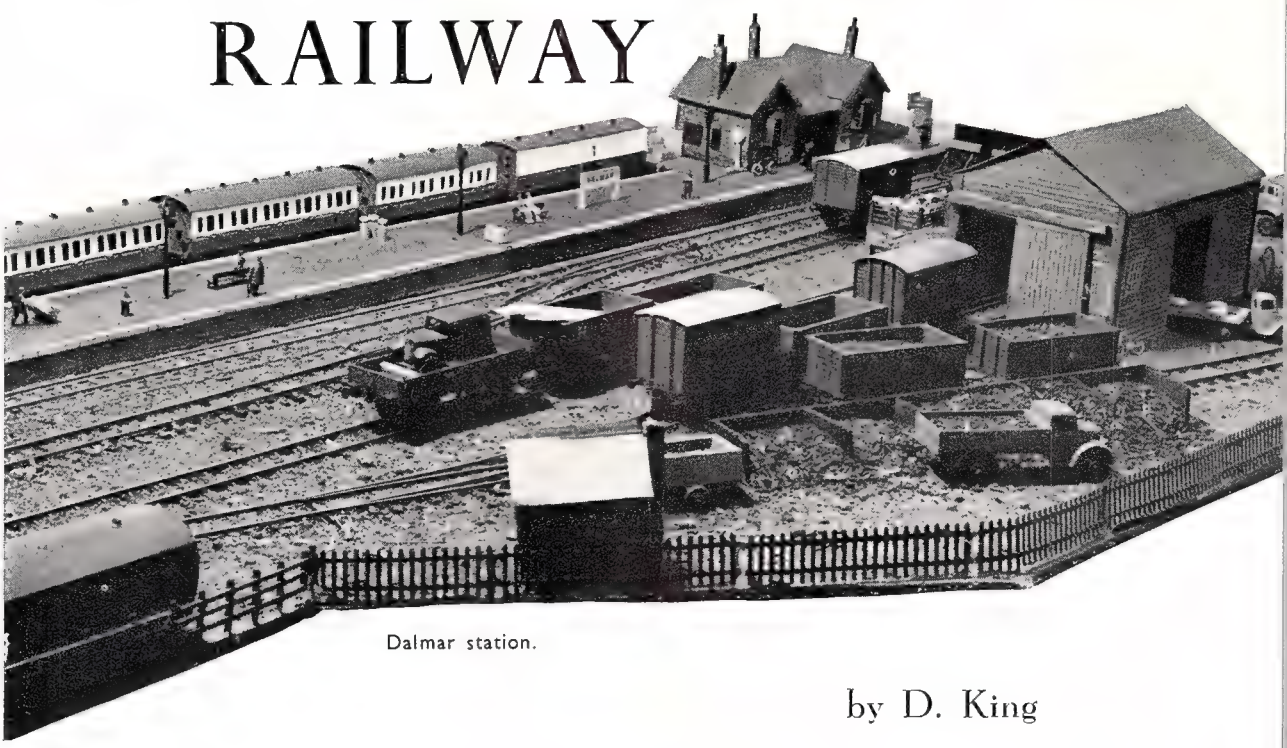
With the enormous increase in popularity of our fascinating hobby, 1956 promises to be even more exciting than ever, so now onwards to Volume 7!

COVER PICTURE

A little retouching turned this shot of Alan Shackleton's G.N.R. Stirling Single and train into a seasonable cover picture.

Railway of the Month

THE MARDEN VALLEY RAILWAY



Dalmar station.

by D. King

THE Marden Valley Railway is supposed to be a small single-line branch in Perthshire at the period of about 1929. It connects with the main ex-Highland Railway line at Glencross junction, about forty-five miles north of Perth. There are two towns in the valley, both with small terminal stations. The line was opened in 1909, and worked by two engines, one a Midland 4-4-0 4P and the other a G.W.R. 0-6-0 PT, both purchased from the respective companies. Soon afterwards, in 1911, the line was taken over by the Highland Railway, and the locomotives were absorbed into their stud and painted in H.R. livery. The rolling stock was sold and replaced by H.R. stock.

After leaving Dalmar or Blairgowie the line becomes single and tunnels under the Alloa Hills, and then runs through sparsely wooded slopes until it reaches Glencross junction, a distance of fifteen miles. So much for fiction, now for fact.

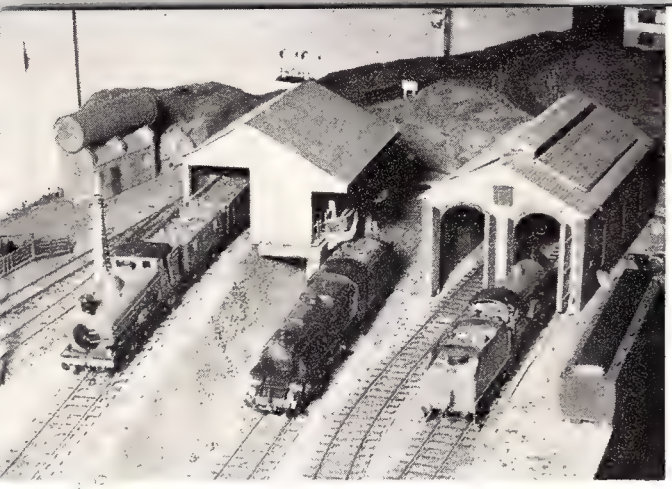
I started, as so many do, by purchasing a Graham Farish train set and some Formo track for my son, aged four. This was laid on a baseboard. My son's interest soon waned, but mine increased, thanks to the loan of a number of model railway periodicals. Things remained like this for some months until I moved to my present address in May 1951.

Here I had the use of a room 12ft. x 8ft., and work started on the present layout in July 1951. I had no experience in soldering or metal-work, and my knowledge of electrical circuits was confined to that of a cycle lamp, but although I made lots of mistakes the layout grew, and soon I was making my own track, points and rolling stock. The layout is point-to-point with two terminal stations, which are laid out in a typical country manner. After leaving the stations the track is single line until it runs into the tunnel, where it becomes three concealed tracks (see sketch).

The loco stud is headed by a L.M.S. Class 5 (ex-Graham Farish), to which I have added dummy Walschaerts valve gear, vacuum pipes, lamps, etc. I purchased a "Gaiety" 0-6-0 pannier tank and rebuilt the underframes and fitted scale wheels, sand pipes, etc. The 4-4-0 is a K.M.R. casting I got cheaply, minus everything below the footplate. I built the underframe, fitted scale wheels and added the usual details. My last loco was a L.M.S. 0-6-0 4F which I built from scratch. It does not look too bad and runs very well, having a K's mechanism with a flywheel. This makes it crawl along very smoothly, and in future I shall fit a flywheel in all my locos.

Two views of Blairgowie station.

All the rolling stock has been made by myself from balsa wood with the details in metal added. I find that a piece of lead helps to keep them on the track, as the extra weight is useful when they are being pushed round bends. I have fifteen H.R. goods vehicles and five H.R. coaches, also five six-wheeled G.N.S.R. coaches, the last being made from Hansons card parts, which are very good because they take all the hard work out of making these old-fashioned panelled coaches, a job I know I could not do neatly.



Blairgowie sheds.

All the signals are to H.R. design, and are worked remotely by threads and lead weights. Signal boxes and cattle docks are also standard H.R., as well as the loco shed at Blairgowie. I am going to spend a holiday travelling over the ex-Highland line this year, and hope that I will be able to find a station that I can model completely. The main difficulty is the amount of space one needs, even for a small station, if one attempts to model the trackwork faithfully.

Points are operated in several ways: push-pull rods sunk into a groove in the surface of the baseboard, brass strip screwed tightly to the baseboard, and various types of point levers, also Mercontrol to those over four feet from the control panel.

I have been fortunate in being able to obtain drawings of H.R. rolling stock, and have made two old rib-sided four-wheeled coaches, as well as two bogie compo/brakes. The last two, with an all-third compartment coach, are kept in a set and usually hauled by the 4-4-0. They are all painted in the plain green livery of the 1910 era, and look very attractive. Unusual goods vehicles I have are a double-deck sheep van, a six-wheeled brake van and one of the old "Klondyke" ten-ton guard's vans. Another unusual vehicle is a four-wheeled passenger guard's van with a birdcage lookout on the roof at one end.

I have nearly finished building a H.R. 0-6-4 tank.

Blairgowie sheds.

This has a Romford seven-pole mechanism with a flywheel, a really beautiful motor, and I hope to get a good performance from it. The next loco will be a "Small Ben" 4-4-0, and after that a "Loch" 4-4-0. All the locos will be painted in the plain green livery. This saves me the trouble of trying to line them, a job I can never do neatly.

I shall never forget the time when the GP5 was on a track without any buffer stops. The engine stopped because of a dead short. I found the cause, but before I could stop it the engine plunged over the edge of the baseboard on to the floor. Fortunately the only damage was a chip out of the flange of one of the wheels on the front bogie.

I have a timetable to which I run when I have time for a lengthy session. This takes about two hours to work through, but I think some kind of planned running is needed, otherwise operation can become boring.

The approach to Dalmar.

As the reader has no doubt guessed, my main interest is in the Highland Railway, but I hope to model other items of pre-grouping Scottish rolling stock in time. The trouble is finding the space on the layout for many more vehicles, and I have not the space for concealed sidings where trains could be stored.

Very few H.R. vehicles are left now, although sometimes one may be found in a siding, so for me it adds to the interest of making them, because they are, in a way, historical models. As each year goes by it becomes more difficult to obtain information about them, so I am trying to get all I can before it is too late.

The track is a mixture of Formo, Peco standard, and some that I made, using Peco F.B. rail and Gem sleepers. I also made most of the pointwork, although there are still a few Formo points in use. These will be replaced in the near future.

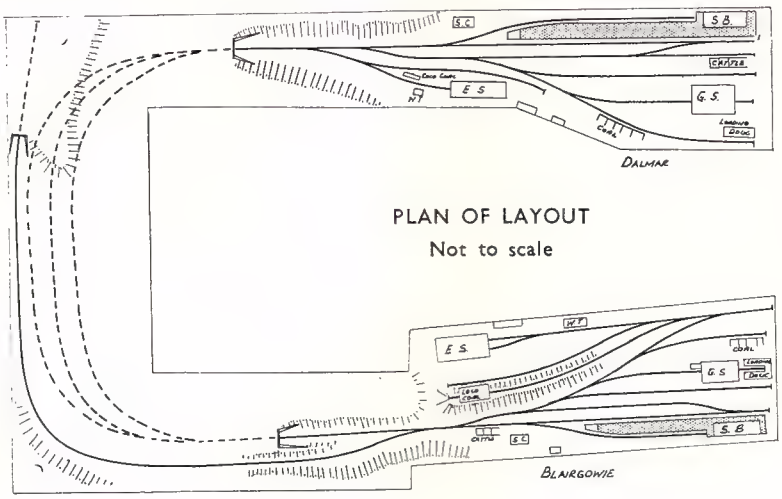
Recently I have been changing all the couplings on the goods stock to the three-link type. I used Graham Farish ones at first, and although they worked well I found they were too large and spoilt the appearance of the vehicle. After that I tried the three-link type, but gave them up because of buffer locking when the vehicles were being pushed. My next couplings were a mixture of twisted pieces of wire; these worked, but I had to lift one end of the vehicle to couple it to the next one. A short

Dalmar, showing control panel.

time ago I was looking through some back numbers of the *Model Railway Constructor* and found that in the February 1950 issue a Mr. G. Atkinson described how to prevent buffer locking with three-link couplings. All that has to be done is to solder a small piece of metal to the inside edge of each buffer. Since I have done this I have had no trouble, even when pushing stock through the crossover.

The layout is going to be dismantled in the near future, because the flat is being redecorated. When it is rebuilt I intend to lay a small branch line from Blairgowie. This will climb up over the tunnelled tracks and disappear behind the hills, where it is supposed to run to the little town of Glencraig. The line will be worked by a 0-6-0 tank and one coach on the one-engine-in-steam principle.

I hope this article will help to show newcomers to our hobby that the road from the coarse-scale toy to the scale model railway is not as hard or as long as some of the experts would have us believe. Of course, one must be prepared to spend a good deal of time and make a lot of mistakes. I know I did, but that surely is what nearly everyone does in all sports and hobbies.



PLAN OF LAYOUT

Not to scale

THE CHRISTMAS

THE ANNUAL EXHIBITION OF THE MANCHESTER MODEL RAILWAY SOCIETY

At the seat of custom. Mrs. Young and Mrs. Tate at their familiar place by the main entrance.

ONCE upon a time it was considered that the principal function of an exhibition was to display models. Today it appears that this is merely incidental to the more important matter of providing a convenient excuse for enthusiasts from all parts of the country to forgather, and forsake their homes—I won't say wives, for several have begun to bring them along as well! After all, when one group of visitors is taken to view the private workshop of a well-known craftsman, where, I believe, its main activity was counting the vari-

John Anning and "Fanny" Nutter take time off to gloat over some of Bob Mills's L. & Y. records. Ivor Vaughan and Bob Mills are in the background.

Operation in progress on Dr. Naunton's "EM" gauge terminus.

coloured jars of paint on his shelves; when another and larger party is taken on a conducted tour of Victoria station by an official of British Railways (who happens also to be a member of the M.M.R.S.); and, to crown it all, a member of the M.R.C. whom I had always considered to be firmly wedded to steam makes a lightning trip to Sheffield solely to ride behind an electric locomotive, one begins to wonder if the models are really necessary!

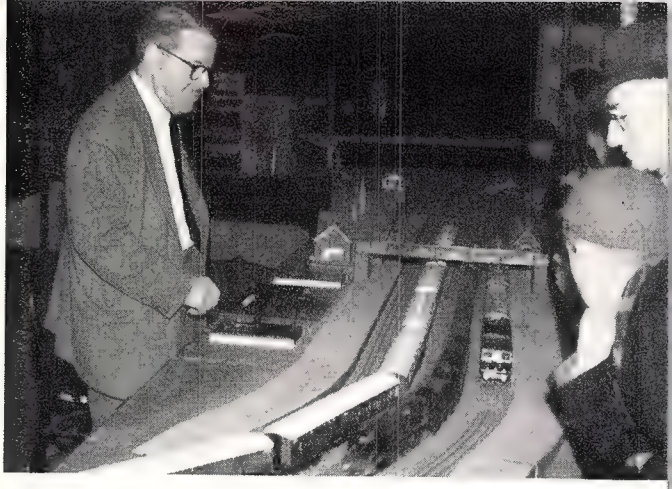
Yet the standard of models is second to none. Last year the judges had no little difficulty in deciding the prizewinners—it was reported that they had to study several models for over a quarter of an hour apiece before finding points of differentiation. In case this conjures up a vision of almost superhuman excellence, it is as well to point out that there are plenty of models on view built to more commonplace standards, for the Manchester M.R.S. has a goodly quota of self-confessed model bashers on its books.

But the Christmas Show is something more than a collection of fine models, for the Manchester lads

SHOW

Corn Exchange, Manchester
December 16, 17 and 18

(All photographs taken at last year's exhibition by C. J. Freezer)



Les Young finds the main panel of the "O" gauge layout a bigger problem than organizing the exhibition.

Jim Lloyd at the controls of the "O" gauge loco yard.

are a matey crowd, who delight in welcoming a fellow enthusiast to the fold, and as long as he is inside the Corn Exchange he is treated as if he were a fully paid up member of the club. This year, to make things easier, there will be an information stand, which, as it will also feature the club library, is in charge of the librarian, David Baxter.

What of the show itself? The keynote is action. The two stalwarts, the club "O" gauge layout and the Stubbs-Edgar Dog Track, will once more appear to delight their old friends and make new ones. The "O" gauge layout has been furbished up, signals have been added and it is proposed to describe the train make-up to the public. As for the Dog Track, although I doubt if Sid Stubbs has altered Northchurch, I should be very surprised indeed if Jimmy Edgar has left his half of the system as it was, even if he hasn't built another since last year.

The trams have been ousted from the accustomed place by the Gauge "1" Association, who will be erecting a terminus running to a hidden marshalling grid. This, I believe, is the big boys' farthest north yet for the working system. The trams have collected a double track continuous system, with etceteras including a car shed and some new cars, which should add no end to the gaiety of this most popular feature.

The Tidewater & Southern, an American style "HO" system on an 8ft. x 4ft. base, will share the pen with the Dog Track, while Meccano and Douglass Models will have demonstration layouts. On the borderline of action models will be the fine "Duchess of Brighouse" built by W. Douglass Miller, M.B.E., running under compressed air, and

Bob Mills takes over on the tramway layout, to the cry of "apostate" from the loco boys.

Sid Stubbs explains how the new control panel at Northchurch should work.

some B.R. showcase models with pushbuttons for boys of all ages.

This year the static stands are to be divided into "O" gauge, "EM" and "OO," the latter taking narrow gauge as well, as it has been decided that the groups are history but scales are fact. Other static stands will be provided by the London, Gauge "1," Chester, Merseyside, Leeds, Leicester, Bradford, Huddersfield, Narrow Gauge, Fylde, and N.M.R.A., while the Talyllyn and Festiniog Railway Preservation Societies will be present. Display material is being loaned by the S.L.S., the Manchester Loco Society, and the L. & Y. Society, while this year's club chairman, Bill Lees, is organizing a special L.N.W.R. stand.

In addition, there will be ample space between exhibits for friends, old and new, to "natter," while the tea bar will provide refreshment when they have talked one another dry. There will probably be a cinema show on Sunday. The trade is represented by G. N. Slater, Ian Allan, Percival Marshall, Douglass Models, Meccano and G. E. Mellor.

This is a pretty formidable total, but it does not by any means add up to the M.M.R.S. exhibition this year, or any other year for that matter, as the Christmas Show is the club exhibition *par excellence*. It is a polished, properly finished, well-organized affair, yet it remains predominantly an amateur production, put on by men who love modelling railways and who wish to communicate that love to others.

Admission to the show is 1/6 on Friday and Saturday, 2/- on Sunday, children half price at all times. Advance tickets can be bought from Manchester model shops, or from the exhibition manager, Les Young, at 15 Queens Drive, Heaton Mersey, Stockport, provided a stamped addressed envelope is enclosed.

Finally, barring accidents, I shall be there for the entire run of the show. I have already met many of our northern readers and look forward to the pleasure of meeting many more.

C. J. FREEZER.

CLUB NOTES

(More details on page 295)

NORTHOLT MODEL RAILWAY CLUB

The club has just completed its summer session, having held with success its first annual exhibition, which was supported by a number of other clubs. It has also participated in several local exhibitions and fetes with success.

It is commencing its winter session, when improvements will be made to the stud-contact layout, work will continue with the new two-rail layout and a start is to be made on a portable "O" gauge layout. The club welcomes all enthusiasts and invites them to pay a visit on track nights on the first and third Fridays of each month at Northolt Community Centre, Ealing Road, Northolt. Inquiries to hon. secretary, Mr. R. G. Turner, 5 Craven Avenue, Southall, Middx. (tel. SOUthall 4265).

SUNDERLAND AND DISTRICT MODEL RAILWAY CLUB

On July 25, 1955, the club moved into Church Buildings, Harbour View, Roker, Sunderland (next to bus station), and since that date has enjoyed steady progress and an ever-increasing popularity reflected by the inflow of new members.

The new premises consist of a lock-up shop with direct access to a basement via a trapdoor in the floor. One window contains an "OO" gauge working display and the other an "O" gauge static display.

The fixtures are used as storage racks. In the basement the baseboards for both an "OO" gauge layout and an "O" gauge test-bed are complete, and await the attention of the track-laying and scenic sections.

The club meets on Monday and Friday evenings from 7.30 until 10. A junior section exists for those between the ages of sixteen and eighteen. A senior member (Jim Hardin) gives practical tuition in coach and wagon building, and it is hoped that he will extend these lessons to cover lineside buildings and scenic effects in general.

Anyone who is interested in railway modelling in any way whatsoever, and wishes to join this happy band, is cordially invited to contact Ray Lofthouse (hon. secretary), either at the above address or at 31 Darien Avenue, Fulwell, Sunderland.

DROYLSDEN COUNTY SECONDARY SCHOOL MODEL RAILWAY CLUB

On December 9 the club is holding the annual exhibition and will be showing two layouts, a two-rail and a three-rail, with various types of rolling stock and locomotives running. Local modellers are invited to take part by sending along their models. There is already quite a collection, but as room is no object there is space for all comers! The doors will open at 7 p.m. and prices of admission are 6d. for adults and 3d. for children.

SLOUGH RAILWAY CIRCLE

The circle's activities are now covering the full scope planned at its inception earlier this year. The membership has doubled and continues to grow, but new members will, of course, be made welcome whatever their interests. All groups meet on Friday nights at the circle's headquarters in the grounds of "Grenville Hall," Stoke Poges Lane, Slough. The acting hon. secretary, Alan Rowley, will for the next few months be living at 10 St. John's Road, Woking, Surrey, and all correspondence should be addressed accordingly.

NONSUCH NOTEBOOK

The Nonsuch Notebook is a private magazine published monthly by Denys Fletcher, of 13 Hillpark Terrace, Wormit-on-Tay. It is a duplicated production and contains, in addition to notes and news of several model railways, constructional wrinkles and prototype articles. The annual subscription is 6/-, but as an added inducement to new readers a reduced rate of 4/- per annum is available to all new subscribers who are introduced by an existing subscriber, and who are prepared to have their copies sent with that of the existing reader who has introduced them. Also any two new subscribers who are prepared to receive their copies together can do so for a reduced subscription of 5/- per annum.

EXCURSION WORKINGS

by N. S. Eagles

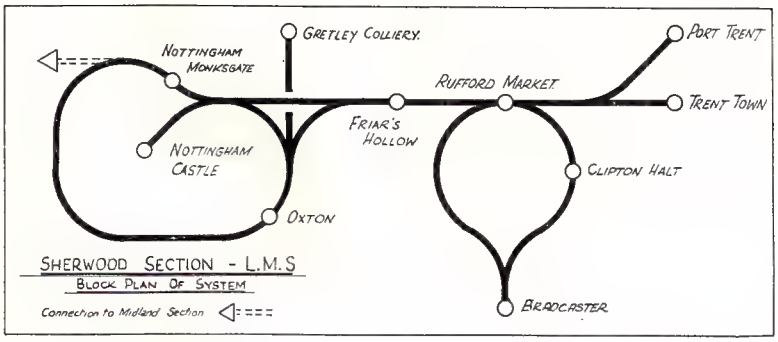


Fig. 1. Block plan of system.

REGULAR readers of the RAILWAY MODELLER will be aware that the Sherwood Section of the L.M.S. is an "O" gauge indoor layout which is operated to a full twenty-four-hour timetable wherein practically every possible type of working, both passenger and freight, not forgetting engineer's department trains, is incorporated.

For some time the introduction of various forms of excursion trains has been planned. The working timetable called for the use of every available coach during the rush hours of 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m. and it was felt that an excursion could hardly be worked realistically out and home either between 9 a.m. and 5 p.m. or between 7 p.m. and 7 a.m. Neither of these times seemed to give an adequate period at the far destination for realism. Thus it was considered that their introduction really required additional coaching stock. Of course, this is in accordance with general railway practice, where an excursion set is usually a spare train from the carriage sidings and the same set and locomotive works the excursion in each direction.

The recent building of a second three-coach ex-Midland city stock suburban train to replace one of the older local sets still in service released the latter and the opportunity was taken to use that set to inaugurate the first of what is hoped may be many and varied workings. It is our intention to build ultimately a set of three bogie coaches of older types, including an ex-Midland clerestory and an ex-L.N.W.R. flat-roofed coach of about 1905 design. Such a set could be rostered for the excursion working or could operate the through passenger trains to and from the Bradcaster branch, thereby releasing a set of Fowler design coaches of the 1923 era to work the excursions. In either case it would do much to add to the middle-1930s atmosphere that we seek to attain. In the meantime the ex-local set is being utilized to inaugurate the workings.

It was first necessary to provide siding accommodation for this set. With this end in view, a second carriage siding had fairly recently been installed at Monksgate, and this could comfortably provide the storage space required. But accommodation must also be found at the far end of the line during the period that the excursion was at its extreme destination, unless the train was to be worked back empty to Monksgate sidings after the down journey and again before the up journey, which was regarded as undesirable. Of course, empty workings would be inevitable if the excursion commenced at the far end of the line (e.g. Port Trent, Trent Town, Bradcaster or Rufford Market), but this would conform to full-size practice in that there would then be no spare set of coaches available to work the excursion nearer than Monksgate sidings. As the excursion might be worked to any of these four stations, siding accommodation would be required at some point convenient to all of them. The possibility of providing space at each of these stations could be ruled out; the Sherwood Section, like the vast majority of model layouts, is much restricted in space! It was thought that the ideal location would be Rufford Market, situated at the junction of the Trent and Bradcaster lines. A check of all vehicles in the sidings at Rufford Market throughout the day revealed that, by one or two minor adjustments, the excursion set could be stored there from approximately noon to 8 p.m. After that time a fairly heavy local goods train arrives from Trent bringing the bulk of the wagons for this station, which have been loaded elsewhere on the line during the day. It did seem that these times would nicely fit for a half-day excursion. By utilizing the station platform accommodation charts (see diagram 4 in "Compiling the Timetable" in the RAILWAY MODELLER for November 1952), which indicate exactly throughout the whole twenty-four hours when each platform at each station is occupied or empty, it was possible to locate a path for both the outward and return workings. It was necessary that there should be an empty platform at every station the excursion might use at the time

L.M.S. (SHERWOOD SECTION)

PATHS FOR EXCURSION WORKINGS

11.48 a.m. Empties Monksgate to Nottingham Castle (pl. 5) (replacing light loco working).
12.12 p.m. Working Oxton or Nottingham Castle (pl. 5) to Port Trent, Bradcaster (near platform) or Trent Town (far platform).
12.28 p.m. Empties Port Trent or Trent Town (far pl.) (worked by 7108 or 7671) or Bradcaster (worked by 15001) to Rufford Market.
12.48 p.m. Light loco Rufford Market to 16F or Bradcaster (16F sub.).

11.50 a.m. Light branch loco 16E to Monksgate.
11.55 a.m. Empties Monksgate to Port Trent or Bradcaster (near pl.).
11.55 a.m. Empties Monksgate to Friars Hollow (yard), proceed at 12.7 p.m. to Trent Town (far pl.).
12.12 p.m. Working Port Trent, Trent Town, Bradcaster, to Nottingham Castle (pl. 5).
12.21 p.m. Empties Nottingham Castle (pl. 5) to Monksgate.
12.27 p.m. Light loco Monksgate to 16E.

7.27 p.m. Light loco Bradcaster (via D), 16F (15001) to Rufford Market.
7.34 p.m. Empties Rufford Market to Bradcaster (far pl.), Trent Town (near pl.) or Port Trent.
7.42 p.m. Working Port Trent, Trent Town (near pl.), Bradcaster (far pl.) to Nottingham Castle (pl. 2), or Oxton (via slip).
8.15 p.m. Empties Nottingham Castle (pl. 2) to Monksgate.
8.18 p.m. Light loco Monksgate to 16E.

7.26 p.m. Empties Monksgate to Nottingham Castle (pl. 2) (replacing 7.47 p.m. light loco).
7.42 p.m. Working Nottingham Castle (pl. 2) to Bradcaster (far pl.), Port Trent or Trent Town (far pl.).
7.48 p.m. Empties Port Trent, Trent Town (far pl.) or Bradcaster (far pl.), to Monksgate via Oxton and reverse back into siding.
7.53 p.m. Light loco Monksgate to 16E.

12.11 p.m. Empties Monksgate to Oxton via Oxton junction box (works in conjunction with 11.50 a.m. loco working).

7.51 p.m. Empties Oxton to Monksgate (direct) and reverse back into siding.
7.53 p.m. Light loco Monksgate to 16E.

LOCOMOTIVE SHED KEY

16E	Nottingham Castle
16F	Trent
16F (sub.)	Bradcaster

DIAGRAM TWO

From Public Relations Officer, Nottingham Castle — To N. S. Eagles, Esq., Operating Superintendent

Date February 2

ROAD-RAIL EXCURSION

February 18 and 24

It has been agreed with the Birmingham Area Commercial Superintendent to operate a combined road-rail excursion of the Sherwood Forest area on the above dates. Trent Motor Traction Co. will supply the appropriate number of buses (on advice from this office) to meet the special train on arrival at Trent Town. The road portion will include a tour of the Trent riverside and the forest glades and will include a two-hour stop for refreshments, etc. The buses will terminate at the market square at Bradcaster and passengers will re-entrain at Bradcaster station. There will be no intermediate pick-up or set-down and the special train may be exchanged at Monksgate exchange sidings direct. The excursion is advertised as leaving Birmingham New Street at 10.20 a.m., Saltley 10.26, Castle Bromwich 10.32, Derby 11.30/11.35, arriving Nottingham (Monksgate siding) 12.3 p.m.

Would you please arrange for the appropriate operating instructions as far as your area is concerned to be issued?

E. H. LEICESTER.

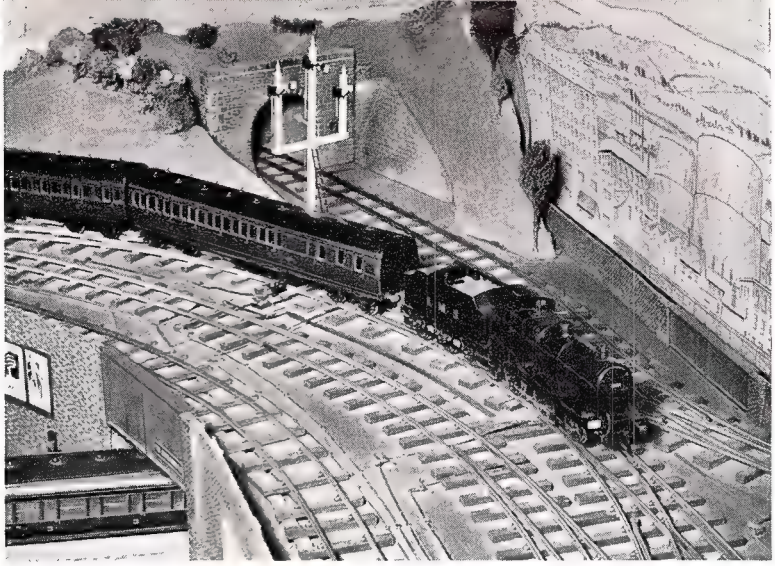
DIAGRAM THREE

decided upon, and to achieve this it was found necessary to revise the timing of one train and one light engine movement on the permanent schedule. This resulted in paths for the excursion becoming available at 12.12 p.m. and 7.42 p.m. It was desirable that the working should be completed by 8 p.m., since the permanent way special has an outward path at 8.5 p.m. and it might so happen that both the excursion and the permanent way train might require the use of the same platform or track.

Having settled the paths for the excursion itself, it was next necessary to consider the requisite shunting movements. Should the excursion commence its outward journey from Nottingham Castle, a shunting tank must go out from Nottingham loco shed to Monksgate and later return with the empty set (two shunting movements). If the train were to commence at Oxton, or be handed over from the Midland Section at Monksgate, the locomotive detailed to haul the excursion would be required to run light from Nottingham shed to Monksgate siding to pick up its train, and if it commenced from Oxton it must work there from Monksgate siding with the empty set. Likewise, if the excursion were to commence from one of the four stations at the far end of the line, the set must proceed there empty before its booked working at 12.12 p.m. Paths for all these possible workings must be found in the timetable, as also for all the possible workings for stabling the set after its outward journey, for taking the set from its siding before the commencement of the return journey, and for stabling it again in Monksgate siding after the completion of the return journey. This meant that a host of paths must be found in the timetable for all possible combinations of journeys that an astute operator might devise! An abbreviated list of these workings is shown in diagram 2.

Normally all possible workings of this nature are indicated in each station book (which is in fact a list of the times of arrivals, departures, the passing of through trains, and all shunting movements of the station concerned), using phraseology such as "permanent way working from Bradcaster to site." There was such a collection of possible timings connected with the running of these excursion trains that the normal routine was made impracticable. In the first place there would not be sufficient room in the book itself to enter all these workings; secondly, the fact that ninety per cent of them would not be required on any one occasion meant that a regular operator would in time tend to ignore them altogether after looking up several only to find it was "not this week"! So the system of marking the actual paths at 12.12 p.m. and 7.42 p.m. with a red star was adopted, and also marking similarly the earliest possible shunting path at each station, thus drawing the operator's attention at about the requisite time to the notice detailing the excursion.

Having settled the practicability of the working and the timings required for its operation, we turned to the very attractive part of the job, viz. deciding where the excursion was to be worked. Logically the request for an excursion should come through the department of the commercial superintendent, but as we have not yet started charging fares the Sherwood Section does not boast a commercial superintendent in its organization! Ultimately it was felt that the requests for excursions should originate from our public relations officer, and as he was willing to carry out his part of the job there it



Right : Inaugural down excursion to Trent Town approaching Friars Hollow. 4F 0-6-0 4384.

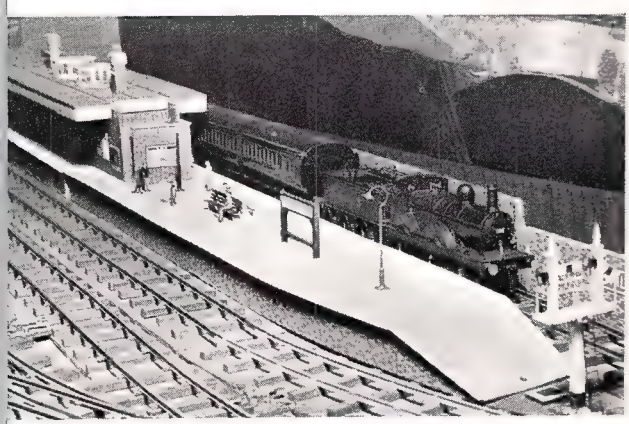
Below : 6.48 a.m. to Bradcaster leaving Trent Town. Ex-Midland 1P 2-4-0 No. 155 on set of six-wheeled coaches. (Note : station building is based on Wellingborough.)

Photos : Philip J. Kelley.

has remained. Having decided the reason for the running of the next excursion, he, in his official capacity, writes a letter to the operating superintendent (alias the general manager). A copy of the first letter is shown in diagram 3, and is sufficiently self-explanatory. The list of possible timings and workings is then consulted by the operating superintendent and the operating details and timings are drafted out and a copy is handed to each operator on the running night (see diagram 4). The public relations officer can let his imagination run riot, as there are many reasons that can be brought forward for the running of excursions over the Sherwood Section. Some that cross the mind are boat cruises from Port Trent to Flamborough Head and return, day outings for Messrs. Boots, Players and the other large commercial firms in Nottingham, league fixtures and cup-ties for Notts Forest and Notts County, and specials in connection with the Nottingham Goose Fair. Furthermore, there can be excursions to and from the Midland Section proper via the connecting sidings at Nottingham (Monksgate). It would seem that the variety could be well-nigh endless, and such workings all tend to maintain interest in the operation of the layout.

In order to distinguish the excursion working clearly from the normal scheduled traffic, and to conform to normal main-line practice, a small board painted white and lettered M.132 has been made. By means of a slot on the reverse side this will fit snugly over one of the lamp irons on the locomotive working the excursion. This can be seen fixed over the offside lamp iron on the Fowler 4F 0-6-0 in the photograph showing the inaugural excursion train approaching Friars Hollow. After arriving at the loco shed at the far end of the line, e.g. Trent or Bradcaster, the locomotive continues to carry this board until the scheduled time for the return working, the board providing a reminder to the operator at that point that this is the locomotive booked for the excursion, as is normally done in full-size practice. Incidentally, it is an advantage if the operator in the first place allocates a locomotive such as a 4-4-0, 0-6-0 or 2-6-0 which is permitted to work on any part of the system.

The introduction of excursions has added yet another complication to the already involved system by which the Sherwood Section is operated, and now the operator, before commencing duty, not only receives the normal schedule and the freight card detailing all movements of freight loads, but may be handed a permanent way notice, a notice of special sludge tender workings, and details of the day's excursion as well. The reader will appreciate that he must be experienced!



L.M.S. (SHERWOOD SECTION)

DAY EXCURSION (M.132)

from Birmingham (New Street) to Trent Town and Bradcaster on February 18 and 24

In connection with the above the following special workings will operate :

11.50 a.m.	Light engine (branch class) 16E to Monksgate (transfer sidings).
12.12 p.m.	Down excursion Monksgate transfer sidings to Trent Town (far platform).
12.28 p.m.	Empty coaches Trent Town (far platform) to Rufford Market (worked by 7108 or 7671). Stable.
12.48 p.m.	Light engine (7108 or 7671) Rufford Market to 16F.
7.27 p.m.	Light engine (branch class) 16F to Rufford Market.
7.34 p.m.	Empty coaches Rufford Market to Bradcaster (far platform) via Clipton Halt.
7.42 p.m.	Up excursion Bradcaster (far platform) to Monksgate (transfer sidings) via Clipton halt, Rufford Market, Friars Hollow (calls 7.43 to 7.46 p.m. for water), Gretley slip and Oxton.
7.53 p.m.	Light engine Monksgate (transfer sidings) to 16E.

N. S. EAGLES.

DIAGRAM FOUR

How I built

A BOGIE "O"

See this model running at the Christmas Show

BY and large, motor bogies are not usually the most successful of model railway propulsive mechanisms. Their faults include general instability and a tendency to "judder," low power and/or adhesion, noisiness, and none-too-reliable collection of current from conductor rails. My first experiments in this direction came as the result of building a Southern Railway four-coach Portsmouth electric set five or six years ago. The bogie for this train was built from a second-hand Leeds bogie (12/6 before the war, I think) with new and longer side frames, ball races to the armature shaft, and more substantial brushgear in the polar plane instead of vertically.

This train has run successfully ever since at a variety of exhibitions, including our own Manchester shows, and is estimated to have travelled over 100 full-size miles in the time. The original bodywork was laminated card, but the motor coach has lately been provided with a new wooden C.C.W. body on the original chassis, as shown in Fig. 1, and this treatment will be applied to the rest of the train shortly, as it is now looking very travel-worn and is a popular train at northern exhibitions, being such a comparative "foreigner."

I achieved reliable current collection by fitting shoes on motor and trailing bogies, also comparative quietness, but I never overcame the juddering tendency completely, and adhesion limited the load to four coaches and one parcels van—though this was rather more than intended by the makers. Now this juddering is caused by the very high suspension point common to all motor bogies, i.e. way up in the roof of the vehicle. As the bogie tries to move, its force is applied to the load through the high pivot to the bodywork, and so on to the headstocks and any coupled load. It then tries to tilt and throws most of its limited adhesion weight on to one pair of wheels, even though all four may theoretically be on the track. The relatively small wheels then slip furiously, giving the undignified and unrealistic vibration referred to. One contemporary motor bogie, incidentally, is powered on one pair of wheels only, and the result is just the same. *Very* careful driving can sometimes give a smooth start with motor bogies, but not always.

The E.M.1 Class (Bo+Bo) electric locomotives lately introduced on the former Great Central line from Manchester to Sheffield, however, are built on a principle which plays right into the hands of the modeller for several reasons. They are very long, having a wheelbase of 11ft. 6in., which leaves room for improved equipment of which more anon. The great thing, though, is the fact that the headstocks, buffers and drawgear are attached to the bogies, which are coupled by a swing link, forming one articulated unit on which the "can" merely floats, containing driving cabs, contactor gear and various assorted equipment. Right away, of course, this form of construction applied to a model will eliminate buffer locking, and has been used with great success by many modellers on coaches on sharply curved lines, but from my point of view it meant also that I was free from that pesky top-suspension bogy (*sic!*), and with a motor bogie and dummy motor bogie I had, in effect, an ordinary engine and tender, though rather easier to build in many ways.

My employment at London Road goods station enabled me to find plenty of opportunity to study, measure and photograph these engines, and while making my drawings I gloated over the fine features I would be able to incorporate. The great length meant that I could fit a large flywheel and really decent

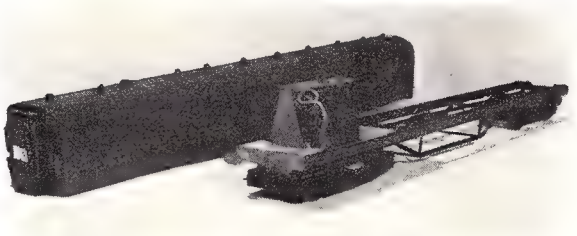


Fig. 1 (above) shows the chassis and body of the Portsmouth electric set, with top suspension of the bogie. Figs. 2 and 3 (right) show the articulated bogies for the E.M.1 Bo+Bo.

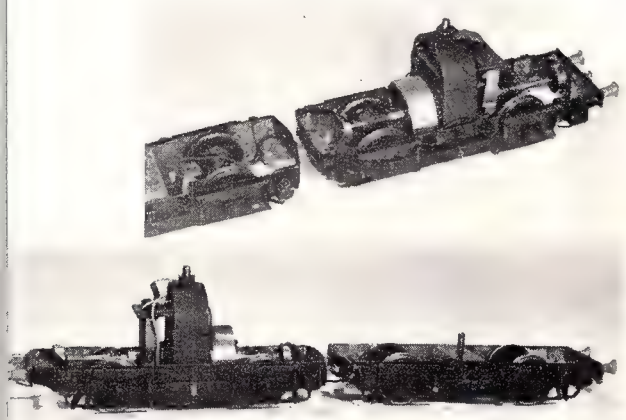
MOTOR IN GAUGE

by R. W. Inkster

The first loco to run on the M.M.R.S. London & North Western Dillwater Branch—Bob Inkster's Manchester-Sheffield Bo+Bo E.M.1 !

brushgear, using copper carbon brushes. The sobering effect of the flywheel would enable me to develop maximum power from the (again) Leeds magnet I was using, by winding the armature with a heavier gauge of wire than I normally use—31 as against 34 or 36. Without the flywheel this would make the armature faster-turning and more exuberant. I abandoned any idea of springing and mounted the axles in small ball races (out of a bombsight computer) and mounted the armature in slightly larger ones. This has had the effect of making the multi-start worms and wheels (Leeds) completely reversing, i.e. you can push the model along the track and the armature will revolve. This property makes for smooth stopping.

The general construction encouraged me to fit exact scale wheels, turned from mild steel with the Manchester society's official form tool by Mr. S. Stubbs, although I decided early against spoked wheels as on the prototype. You can hardly see the spokes, however keenly you look, so little of the wheel centre is visible.



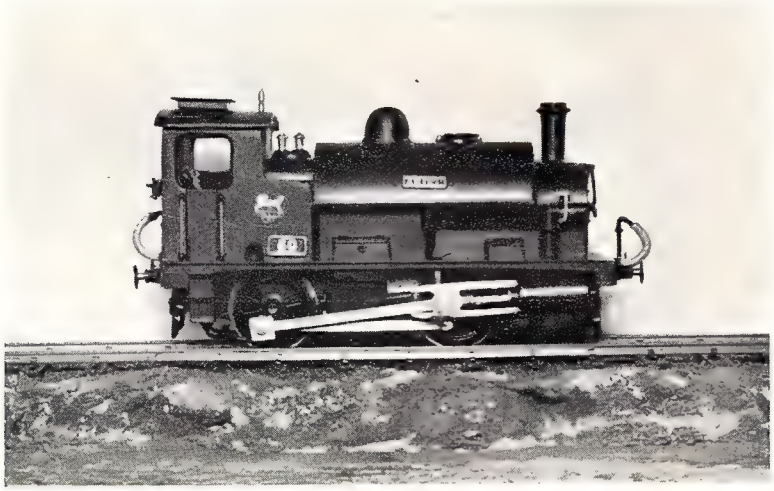
The main frames are brass, as are the headstocks, stretchers, ball-race housings and bolster. The axleboxes are Rocket tender Timken roller bearing boxes with the springs cut off; I fabricated the larger springs, etc., required, and fitted them above these boxes, which are, of course, completely dummy, as the journals run in the ball races immediately inside the frames—there is just room. Everywhere I used metal of as heavy a section as possible, to gain weight, the only exception being the actual buffer heads and spindles, which are turned out of duralumin because it looks like steel but does not rust.

The armature laminations were turned and cut out of good quality silicon iron and the nine-segment copper commutator came from an R.A.F. motor. As the armature is three pole, the commutator segments are shorted into three sets of three. There are 220 turns of 31-gauge Lewmex wire on each limb, and there is approximately $\frac{1}{32}$in. clearance between armature and pole pieces. The present flywheel is made of brass and has been turned to a reasonably correct flywheel section—all rim and no middle, to put it crudely. Eventually I will fit a lead flywheel, with double the efficacy, probably. As can be seen from the photograph, the pivotal points of the swing link are carried well back inside the bogie to allow plenty of play on crossovers, etc. In practice I find that I have allowed at least ten times as much as was necessary.

There is nothing startling about the dummy bogie; it is outwardly a replica of the motored one, but the journals run in bronze bearings. It carries the centre-rail current collectors, which have copper heads, and have been very reliable.

I had got as far as making the main frames of the bodywork, or "can," when I realized that our exhibition was less than a fortnight away, and I wanted it to run on our exhibition track. The present body, therefore, although presentable, is a temporary rush job, and I will make a better one at leisure this year. The body just floats on the two bearings seen in the photographs, and adds a little weight. Its pantographs are dummy ones and do not work and much detail is missing, but once again my luck has held

(Continued on page 287)



" Ariel " : right-hand view.

"ARIEL"

A "OO" gauge saddle tank

by A. S. Taylor

FOLLOWING the introduction of the now well-known "Gnat" casting about eighteen months ago, I had given a deal of thought as to the possibility of adapting this little loco to a more detailed form. The first step lay in the purchase of a cast body, together with a Romford "Phantom" mechanism, Hamblings 15mm. insulated driving wheels and two splined axles.

With these items to hand, consideration was given to the most suitable method of chassis construction. Offering the "Phantom" mechanism to the body revealed that it could just be inserted, but with precious little overhead space to spare, and that rear axle drive was a necessity. This, of course, is no disadvantage in a four-coupled mechanism. The position of the motor dictated the length of the wheelbase as 37mm. In my opinion the appearance of the loco is improved by the increased wheel spacing, though removal of the cast sand-boxes is essential to prevent fouling the rear driving wheels.

The existing cylinders and motion were discarded, the former being roughly cut off with a piercing saw (a long job this, since the saw tends to clog in the lead), and the casting trimmed to footplate level with file and emery paper. As will be seen from Fig. 1, the new chassis has the usual brass side-frames, to which are attached turned nickel-silver cylinders complete with draincocks and shaped slide-bars. A detailed crosshead and connecting rod were fabricated from nickel-silver bar, the latter being fluted, while a plain coupling rod was shaped from the same material.

Rear view of " Ariel."

Guard irons, brake gear and sand-boxes were now added, the latter being made from brass bar milled to shape on the lathe, using a fly cutter in the headstock.

Since the loco is insulated on both sides, separate collectors from each side of the chassis have been arranged, working off the backs of the wheels. One point here—in order to allow the two leads from the brush wires to come safely over the top of the motor without fouling the casting, the top edge of the plastic case had two grooves filed at its highest point, thus allowing the wires to be embedded. This may just be seen in Fig. 2, which shows the three main components. So much, then, for the chassis, which proved to be an extremely controllable unit, and even with a gear reduction of 30—1 gave the appropriate low maximum speed for such a locomotive.

We turn now to the body itself. As previously indicated, the cylinders and sand-boxes were removed and a general cleaning up of the casting followed, with light filing and descending degrees of emery paper. Since the body is of lead it is easily marked or damaged when being worked, so on this operation it is as well to "hasten slowly" lest too much metal be removed or the casting scored.

Having cleaned the body, cab and boiler handrails were made from nickel-silver wire, while split pins bent up from half-round beading wire formed the knobs. These were inserted into No. 65 drilled holes in the body, thereafter being carefully soldered on the inside with a quick dab from a hot iron. It is necessary to drill holes of some depth in order to penetrate the casting, and to make the split pins of sufficient length to protrude into it. In drilling lead, use methylated spirit as a lubricant—it almost eliminates binding and saves drill breakage. Frequent clearing of the drill point is also a help. Should any

Adding detail to the popular GNAT

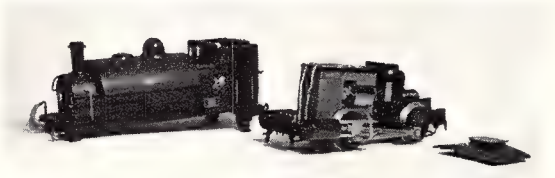
" Ariel " : left-hand view.

tapping be required—for example, mechanism fixing holes—methylated spirit will greatly assist this operation also.

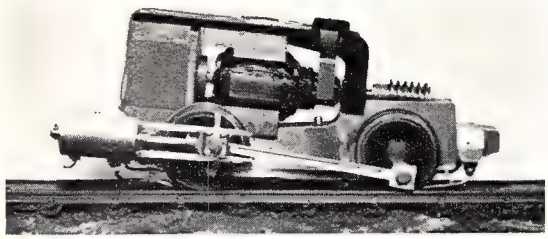
The cab roof, which is detachable, was provided with a turned whistle and a ventilator made from brass and nickel silver (see Fig. 2) and attached by an 8 B.A. bolt to the thicker member from the underside. Brake pipe, a Westinghouse pump, a smoke-box door wheel and fire irons at the rear of the loco were then added and the unit was ready for painting.

Both the chassis and the body were sprayed in black, using Naylors Brushing " Belco " thinned with anti-chill spraying thinners. At this stage a B.R. crest was affixed and the loco duly named " Ariel," with the number 60 allotted. The engraved name and number plates are Beeson products and no doubt should have adorned a more illustrious engine, but with their bright red backing and polished brass letters and numerals they add very considerably to the overall effect.

Finally, two coats of matt varnish were applied with the spray-gun and " Ariel " was ready for service in the form shown. It was an interesting rebuild and one that has been well worth the time and thought expended on it.



Above : Fig. 2 " Ariel's " bits and pieces.
Right : Fig. 1 " Ariel's " chassis.



A MOTOR BOGIE IN " O " GAUGE

(Continued from page 285)

and the model has the " atmosphere " of the originals, which can be just as important as dimensional accuracy. I hope I maintain this with the permanent body.

Being topical, local, unusual, new and shiny, it was a great favourite with spectators at the M.M.R.S. exhibition last year, though it spent much of its time hauling a Pullman train! When first on the track it was a little hesitant, but once the gears had bedded themselves in the locomotive ran faultlessly and smoothly over the whole period of the exhibition. It is indifferent to violent movements of the controllers, the flywheel giving a smooth transition between speeds, even from " off " to " full." The unsprung scale wheels have given no trouble at all, which seems to belie the necessity for over-size flanges on any wheels.

Just recently I have insulated the wheels for two-rail operation, and the photograph shows the locomotive at the M.M.R.S. clubroom at Old Trafford on January 11, 1955, being the first engine ever to run under power on the society's permanent L. & N.W.R. two-rail layout, now under construction. Rather incongruous perhaps, but good fun !

WITH CHRISTMAS IN MIND

It is traditional for father to show his son how to work the model railway he has been given for Christmas. However, if father wants to go farther, he may in turn need some advice. To those who wish to begin a model railway this article is addressed.

ANYONE who has been reading the RAILWAY MODELLER will have been struck by the infinite variety of the systems illustrated, and the beginner may well wonder where he stands. He can adhere closely to prototype practice, or go free-lance; his period can be strictly up-to-date, or any time since 1825; he can follow main-line, branch-line or even narrow-gauge practice; his gauge can range from 8mm. upwards, and he can build or buy his equipment. These are but the basic possibilities, but the possible permutations are many; and, to add to the confusion, few beginners know what they really want!

Fortunately, out of the conflicting welter of different schemes, one can discern a common thread. Leaving out the extremes of strict prototype, period and narrow-gauge systems, which in any case are the particular preserve of the experienced modeller, most model railways can begin with the same simple equipment.

First of all comes the choice of gauge. Although one can argue for hours about the theoretical advantages of one or the other, the great majority of people plump for the one with the biggest and cheapest range of products. Today this means "OO." Here one has a choice of scale B.R.M.S.B., proprietary or universal standards, with two-rail, three-rail or stud contact pick-up. We have noticed that the great majority of our correspondents either have adopted B.R.M.S.B. two-rail standards, or wish they had. As most people ultimately arrive at scale standards, to adopt them at the outset saves a lot of unnecessary expense and, more important still, wasted time.

Sometimes certain layout plans are described as "beginners' layouts." This seems to imply that the beginner should expend time and energy on a system that must ultimately be scrapped, a procedure that is, to us, indefensible. Layouts can be divided into two groups, good and bad. Both are easy to build, but whereas a good layout can be readily worked according to prototype practice, and thus sustain interest, a bad layout introduces innumerable difficulties, and soon palls. A more important consideration is space. Many people believe that the only solution to a restricted area is a solid 6ft. x 4ft.

A BALANCED STUD

Type	*B.R.*	*L.M.S.*	*L.N.E.R.*	*G.W.R.*	*S.R.*
1 Shunter	Diesel* 0-6-0	3F* 0-6-0T	N2* 0-6-0T	57XX* 0-6-0	E1*¶ 0-6-0T
2 Light goods	‡	4F* 0-6-0	J39 0-6-0	2251 0-6-0	Q§ 0-6-0
3 Large tank	4MT* 2-6-4T	4P 2-6-4T	L1 2-6-4T	61XX* 2-6-2T	W† 2-6-4T
4 Mixed traffic	5MT 4-6-0	Class 5* 4-6-0	B1 4-6-0	Hall 4-6-0	West Country Battle of Britain* 4-6-2
5 Express passenger	Britannia 4-6-2	Duchess* 4-6-2	A4 4-6-2	King* 4-6-0	Merchant Navy* 4-6-2
6 Heavy freight	0F 2-10-0	8F 2-8-0	02 2-8-0	28XX 2-8-0	‖

* Available (or was available) as casting or complete locomotive.

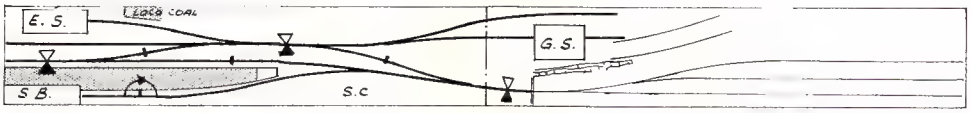
† Owing to electrification S.R. used few large tanks, an ex-Brighton 0-6-2 being more common.

‡ No small pure goods locomotive included in standardization.

§ Can be adapted from Fowler 4F casting (Reidpath).

¶ Reidpath 0-6-0 casting a near copy.

‖ The S.R. never developed a heavy freight locomotive.



Layouts for the Modeller No. 80

Scale for "OO": ½in.=1ft.

This plan for a simple terminus with hidden storage sidings provides a basic layout for a pair of small baseboards. Timetable operation is easily arranged.

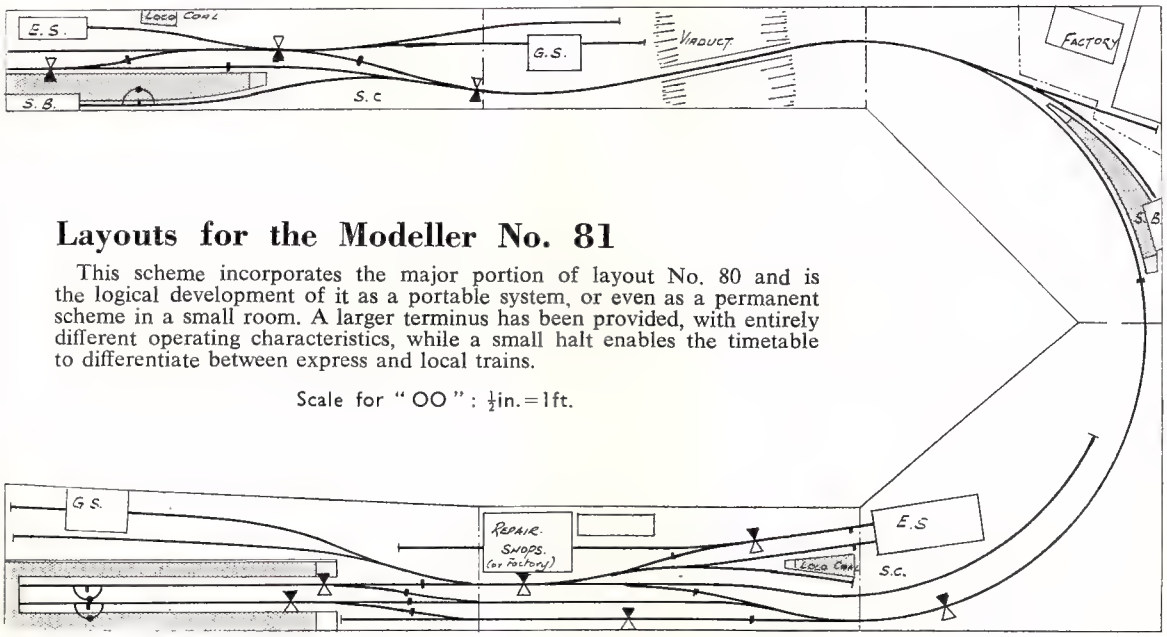
baseboard with tracks galore, which is propped up against the wall when not in use and balanced on the dining-room table when operation is about to begin, after which all the stock has to be patiently re-railed. We would rather recommend a pair of rectangular baseboards which are easily handled and stored, upon which an authentic small terminus can be accurately modelled and worked to timetable. For a fine example see John Charman's Charmouth Branch on page 74, April 1955 RAILWAY MODELLER. Such a layout can be expanded to any size, should space permit. Where more room is available, a wider choice of layouts is possible; even so, it is as well to choose a plan that does not occupy the entire area, but leaves scope for future growth.

Most beginners choose large locomotives, and this is only natural, as the big express types catch the eye. It is better, however, to begin with a tiny tank loco, which will always find a place on any layout. Then when the layout develops a large stock is possible, but it is vital to keep the stud balanced, so that locomotives for all types of duties are available, as suggested in the accompanying table.

This list only gives typical examples; there is considerable scope for variation of classes provided similar types are adopted. Our list has in fact been compiled to accommodate as many as possible of the locomotives available in castings or complete, though certain of them are, regrettably, off the market at the time of writing. However, we would suggest that the stud be built up in the order shown, as in this way timetable working can begin at the outset, simply by leaving off the faster trains until the locos to work them arrive.

Similarly, rolling stock should be built up on the basis of a couple of branch or suburban coaches, half a dozen to a dozen four-wheel goods vehicles, and a goods brake. Next aim at a rake of four or six secondary main line coaches, depending on your space, finally adding the top-line express set.

Eventually you will reach the point where the layout is full. Now the fun really begins, for the less satisfactory stock can be gradually weeded out and replaced by equipment to your highest standard, track can be modified or rebuilt, and, above all, a reserve of rolling stock built up so that equipment needing repair and attention can be withdrawn to be dealt with when convenient, thus avoiding the need to carry out a hurried patch-up just before an important running night.

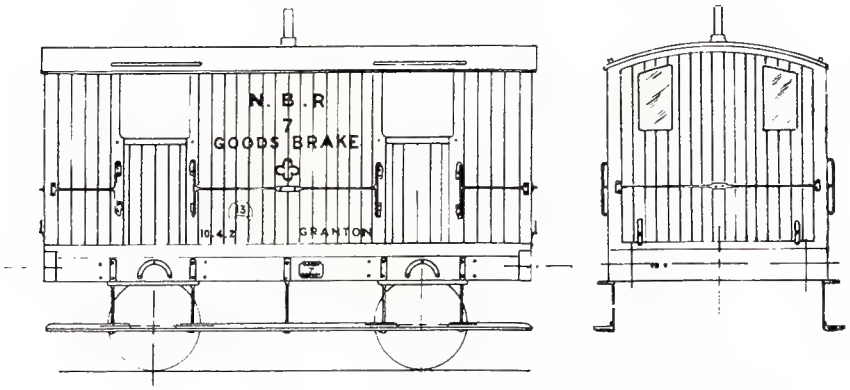


Layouts for the Modeller No. 81

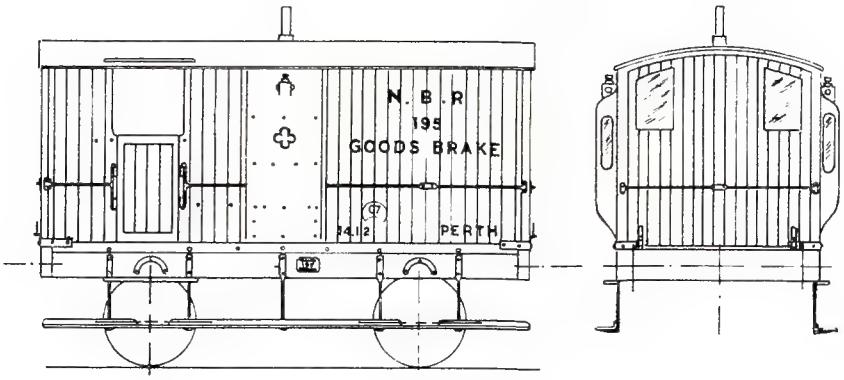
This scheme incorporates the major portion of layout No. 80 and is the logical development of it as a portable system, or even as a permanent scheme in a small room. A larger terminus has been provided, with entirely different operating characteristics, while a small halt enables the timetable to differentiate between express and local trains.

Scale for "OO": ½in.=1ft.

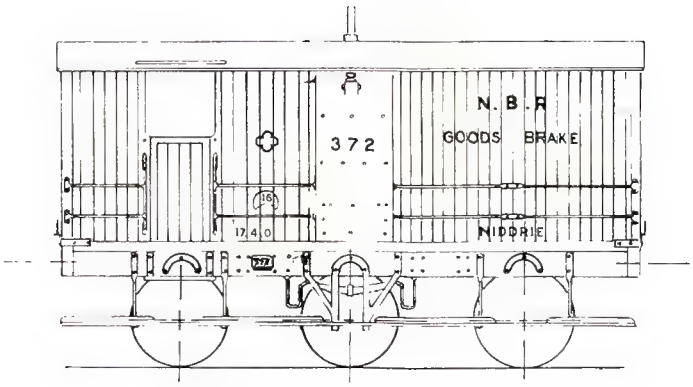
N.B.R. GOODS BRAKES



10 Ton.



13 Ton.



End elevation as for 13-ton van

17 Ton.

Drawings full size 4mm. scale.

All " Railway Mor " drawings may be photostated to any scale for non-commercial use.

NORTH BRITISH RAILWAY GOODS BRAKES

by Sir Eric Hutchison, Bart.

BEFORE the days of grouping one could always tell at a glance the owner of any particular goods brake, so distinctive were they in design; and among those which stood out most clearly were the vans of the N.B.R. As will be seen from the illustrations, they came in three sizes, originally ten, thirteen and seventeen tons, but individual vans were often weighted up above these figures when used on particularly hilly routes. For instance, the six-wheeled brakes on the Edinburgh—Carlisle run were increased in weight to twenty tons, and the same applied to other vans and other routes as well.

From the modeller's point of view, these brakes were of a satisfyingly simple design. From time to time minor variations might be met with, no doubt the result of renewals or repairs, but the character never altered and you could always spot a North British brake a mile off.

The two four-wheeled vehicles were provided with spoked wheels, but in the case of the large van disc wheels were occasionally met with, especially in the days just before grouping, although when new they had spoked wheels also. After grouping, disc wheels were more frequently seen in the thirteen-tonner as new wheels became necessary, but as far as I know they were never fitted to the ten-tonners.

The outside W-irons to the centre wheels of the seventeen-ton van will be noticed. These were actually duplicated by W-irons inside the solebar so that the axleboxes had a small amount of side-play. Because of this side-play, brake gear naturally could not be fitted, so that braking could be applied only to the outer axles, two shoes per wheel being provided.

Painting was as follows: van sides and solebars, medium grey (a rather light shade, much lighter than the "lead" colour so often used on goods stock); van ends, headstocks and buffer bodies, bright red; all ironwork, black; roof, tyres, chimney and writing, white. During the 1914-18 war, vans which were built or were repainted did not have the ironwork picked out in black, and this economy lasted until grouping. Inside, the painting was duck-egg green.

The quatrefoil was a sort of laundry-mark carried by all N.B. goods stock, just as the L.N.W. used to have two diamonds and the N.S.R. the Staffordshire knot. At one time it used to be the only sign of ownership, before the initials N.B. were used as well. The crescent carried the last two figures of the year of building, of major overhaul, or of lifting, these figures being in grey on a white crescent.

There were few runs of consecutive numbers, but a few typical ones are as follows: ten-ton: 205—218, 337 (all 10.10.0 tare), 382 (10.0.1), 523 (10.10.2); thirteen-ton: 100 (13.17), 385 (20.0), 656 (17.0); seventeen-ton: 40 (17.0.3), 127—129 (20.0.0), 262 (17.15), 609 (17.8.0), 626 (20.0).

BINDING

We can now accept loose sets of the RAILWAY MODELLER for binding in blue official covers at the modest sum of 10/- per volume. It will help us to help you if the following points are observed.

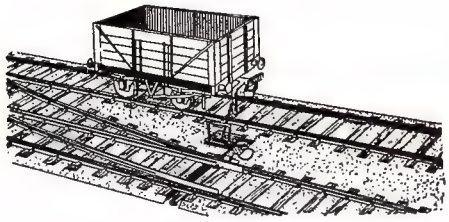
When forwarding your copies, please make certain that you enclose your name and address with each volume, in block letters; you may, if you wish, send the remittance separately. It is as well to remove covers and advertisement pages before sending, if they are not required, as this will materially reduce the postal charge. These pages, however, can be bound in for no additional charge, but this must be mentioned in your covering letter, otherwise we shall assume that only the editorial pages are required. Likewise, if you wish to retain the covers, please remove them before sending, as we cannot undertake to return these if sent with the book. Please do not enclose correspondence on any other subject with your bound volumes. We will acknowledge receipt of all volumes within a week.

We can also supply, at 5/- per set, the binding covers. This is of particular value to overseas readers, who can thus arrange to have a local bookbinder prepare their volumes in the official covers. These covers are unsuitable for home binding (unless bookbinding is also your hobby), but as an alternative we can recommend the Easibind covers, which are advertised in this issue.

Indexes can be supplied separately and will be forwarded free of charge on receipt of a large 1½d. s.a.e. They will automatically be provided with covers and bound volumes. We hope to have this year's index ready by the beginning of January. We hold good stocks for volumes 3, 4 and 5, but those for 1 and 2 are unobtainable.

We shall be dispatching to our bookbinders in the early part of February; copies for binding cannot be accepted after February 3, 1956. The volumes will be returned direct by the bookbinders, who undertake to do so as quickly as possible, but no guarantee can be given as to delivery date.

Peco Topics



IN TIME FOR CHRISTMAS

Scale ½in. = 1ft. for "OO."

"MUCH WAITING"

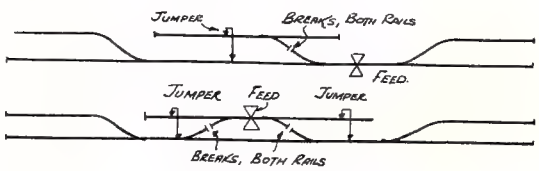
WE have often heard enthusiasts bemoan the fact that they have nowhere for their layouts, or that they have no time to construct a layout, much as they would wish to. While it may be true that they have neither space nor time to produce an elaborate system, it may not be readily appreciated that, no matter how restricted in space or pressed for time one is, it is usually possible to enjoy the pleasures of operating a simple but authentic model railway. Furthermore, such a layout could be built in time for Christmas and make an ideal present.

The layout we are about to describe was originally constructed for exhibition demonstration purposes and when completed we realized that, small as it was, it was nevertheless a very satisfying little system to operate.

It consists of a tiny single-track halt mounted on a baseboard only 4ft. 6in. x 6in. The line disappears at one end through a tunnel and at the other end under an overbridge, in both cases into a pair of hidden sidings. These sidings are on a detachable board 2ft. 3in. long and 4½in. wide; thus the whole layout could be stored upon a shelf 4ft. 6in. long and 11in. deep.

In its original form the layout consisted of a single crossover leading to a pair of sidings, but an alternative form is shown in dotted lines, whereby an additional crossover converts the longer of the sidings into a loop; both layouts are frequently used on prototype single-track halts. The pair of hidden sidings at each end means that no less than three short trains can be accommodated on the layout and a timetable devised and followed. For example, one could have a push-pull train, a two-coach branch bogie set and a short pickup goods, all trains being worked by small locomotives. With the exception of the push-pull the trains are reversed simply by lifting the locomotive from one end and replacing it at the other end of the train. This is not prototype practice, of course, but neither do the prototype trains reverse on hidden sidings! The object of this type of layout is to present strict prototype operation on the visible sections of the line in the minimum of space.

Electrification of such a line is very simple as no switches are needed at all, current being fed in as shown with a jumper cable feeding the siding. As only one train can operate at once, one of the smaller minor units with its combined controller is



Wiring diagrams.

all that is required for this line, and connection to the unit can be made by means of a two-pin plug and socket, thus improving portability.

The power unit would, of course, require additional shelf space, the rolling stock resting on the layout when not in use. This model is ideal for both beginner and expert, for, besides being easy to construct, it is strictly prototype in every respect and it can be incorporated at any future date in a larger layout. In the meantime it will provide valuable experience in the craft of modelling railways, and hours of enjoyment that would otherwise be denied.

The construction of the baseboard is very simple, ½in. insulation board being fixed to an inverted box made from 2in. x 1in. timber, cross braced at approximately one-foot intervals. The track may be laid either in Ready Assembled Pecoway or can be built by yourself from Spiked Track components. This minimum-space layout can be very attractively scenicked without undue trouble or expense. On our model the buildings were constructed from the popular Bilteezi range, while the station fencing came from Slaters, as did the plastic figures. It may be added that these miniature people soon realize the import of the name "Much Waiting," as the intensive service so far provided has been entirely goods traffic!

Prototype of the Month

STAINTON DALE

(ex-N.E.R.)

by J. P. Boucher

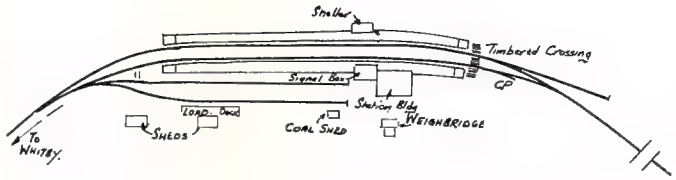
STAINTON Dale station is situated between Hayburn Wyke and Ravenscar stations on the steeply graded Scarborough—Whitby line.

Trains climb to the station steeply from both directions, passing under a roadbridge from the Scarborough direction. A passing loop is provided, while one of the two sidings houses a green and cream camp coach (ex-G.E.R.).

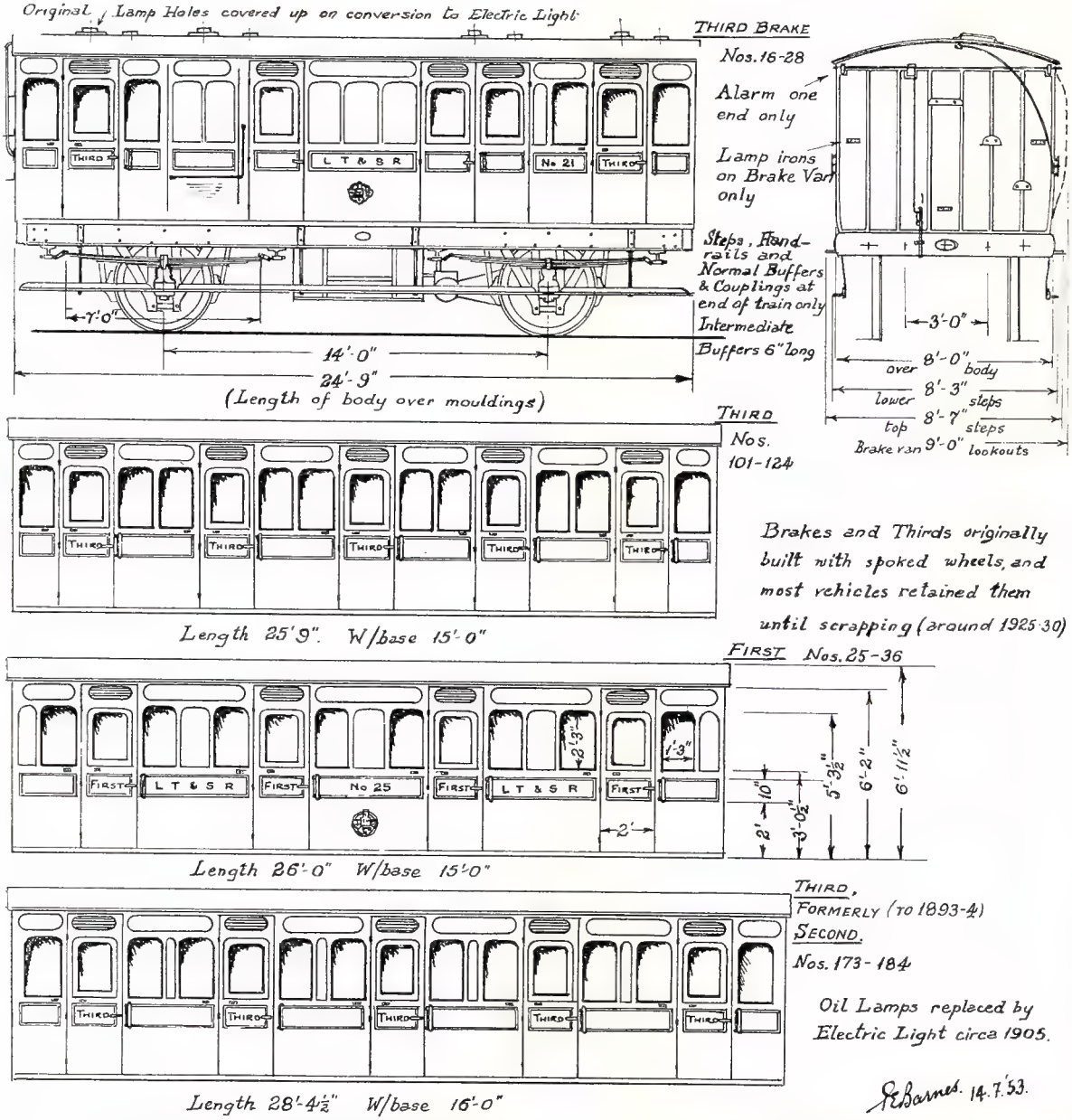
The main buildings are of stone and are rather picturesque, the green and cream timberwork and orange nameboards making a contrast with the flower beds and the wooded situation. A sleeper crossing is provided at the Scarborough end.

Trains are handled by 4-6-2Ts, 2-6-2Ts, B1 4-6-0s and vintage 0-6-0s for goods working.

Stainton Dale platform shelter.



Stainton Dale station buildings from road.



L.T.&S.Rʸ CLOSE-COUPLED 4-WHEELED COACHES

6 Trains built 1886, Brown, Marshall & Co. Ltd., Birmingham. Formation – 3/B.3.3.2.1.1.2.3.3.3/B. Finish - Varnished Teak. Gold Lettering shaded with Red. Underframe & Ironwork - Black. Waistline Panelling - Half-round beading. Panels above waist are sunk below body surface. Panels on end made by flat strips.

Drawing by P. E. Barnes

DRAWING FULL-SIZE 4mm. SCALE

All "Railway Modeller" drawings may be photostated to any scale for non-commercial use.

CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 48

Bill Lees

Chairman, Manchester Model Railway Society

February 1908 was a month of big things. On that date Swindon produced its first and only Pacific design, "The Great Bear," and in far-away Fallowfield, Manchester, Bill Lees graced the district with his newly arrived presence. Both had much in common as regards bulk, though the former had a bogie to support its front end, a requisite sadly lacking, and much needed in later years, by the latter.

It is true to say, despite rumours to the contrary, that he was actually born and not quarried; whether the local peasantry of Fallowfield took notice of the occasion or not is not recorded.

He saw his first locomotives —of Great Central extraction— during early perambulator-borne expeditions and loved them.

That the pusher of those years is now, because of advancing age, unable to continue this delightful occupation, thereby preventing him from viewing the survivors of this delectable company in comfort, is a matter for keen regret. A rare example of a "Philistine on Parnassus," the type of blighter who cannot turn a handspring, much less operate a lathe, Bill became chairman of the Manchester Model Railway Society in 1954 and is now concluding his second year in office. He is still surprised at the "bods" tolerating him so long! He is keen on railway photography—some of his efforts have actually been published—and on early locomotive history, particularly the obscurities of the L.N.W.R. He is known to contribute to the M.M.R.S. organ, *The Link*, and is the chap with the warped mind responsible for the West Cumberland epic appearing therein. A press photographer by profession up to recent years, when events dictated otherwise, Bill is also interested in mythology and folklore.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

THE CHISWICK "OO" MODEL RAILWAY CLUB

This club has now established itself in new quarters at Devonshire Road, Chiswick, W.4.

A layout 20ft. x 8ft. has been built and wired for two-rail and stud-control operation. Scenic details are in the course of being added.

Meetings are held every Wednesday evening from 7.30. Visitors and new members are always welcome and for further information should contact the hon. secretary, Mr. W. A. Penny, No. 4 Flat, Central Fire Station, West Ealing, London, W.13 (tel. EAL 8620).

"EM" GAUGE SOCIETY

The inaugural meeting of the above, which took place in London on September 10, was well attended and most successful. After addresses by well-known modelling people, the matter of subscriptions was raised and it was decided to make the annual subscription ten shillings, the current year to extend to September 30, 1956.

A committee was then elected, the members being as follows: chairman, Mr. P. E. Barnes, of London; secretary, Mr. J. L. K. Mann, of Watford; treasurer, Mr. D. E. Jones, of Bromley; registrar, Mr. J. Robertson, of Perth; trade liaison officer, Mr. D. E. H. Birse, of Ilford; publicity officers, Messrs. C. Pritchard, of Menston, near Leeds, and R. Pickles, of Otley, near Leeds.

The meeting closed formally at 9.50 p.m. and members spent the rest of the evening in friendly discussion and examination of models and samples brought by members.

Will all interested in 18mm. gauge modelling please apply to the secretary, Mr. J. L. K. Mann, 3 East Drive, Watford, Herts.

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY

The society has now moved to more spacious accommodation at the Esdale Hall, Hoddesdon, only a few yards from its first home. Its first headquarters was urgently required for the new dentist at Hoddesdon. All meetings are on Wednesdays, including juniors.

As a result of this upheaval the construction of the club layout has been postponed, but November will see the work well in hand. Hon. secretary, Peter Fieldhouse, "Aysbrook," Middle Street, Nazeing, Essex (tel. Nazeing 2185).

HULL MINIATURE RAILWAY SOCIETY

Owing to ill health, the society's president, Mr. R. Dally, resigned his office, and as a mark of esteem and in recognition of his services to the society he was appointed an honorary vice-president.

At the last meeting the secretary, Mr. R. Every, was elected president, and the new honorary secretary elected was Mr. E. A. Hoole, 26 Vermont Street, Hull. Applications for membership and all inquiries should be addressed to Mr. Hoole.

NOTTINGHAM MODEL RAILWAY CLUB

A special layout exhibition is due to take place at Messrs. Griffin & Spalding, Long Row, Nottingham, at the end of December. Open during shop hours only. Track nights are on Tuesday, Wednesday and Thursday at 7.30 each night. For further details write to Mr. J. H. Gibbons, 82 Arkwright Street, Nottingham.

DECEMBER MEETINGS

BIRMINGHAM MODEL RAILWAY CLUB
8 Exhibition layout maintenance.
14 Annual social and exhibition of members' models.

COULSDON MODEL RAILWAY SOCIETY
5 Film night.
10 21st anniversary.
19 Running night.

FYLDE MODEL RAILWAY SOCIETY
14 Mr. W. Dale, 113 Inver Road, Bispham.
18 Manchester Model Railway Society exhibition (club static display).

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY
7 Film show.
21 Our own exhibition and Christmas party.

HULL MINIATURE RAILWAY SOCIETY
1 Question night. Your problems answered.
8 Track night.
15 The annual photographic competition.
22 Track night.
29 Proprietary locomotives. A paper by Mr. R. Dally.

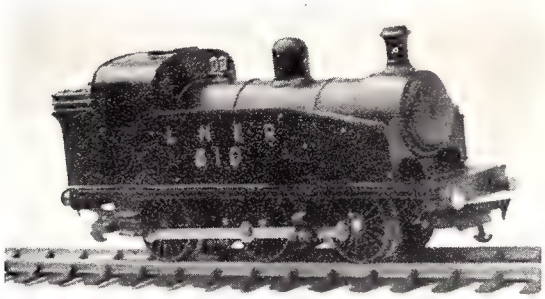
MODEL RAILWAY CLUB
1 Annual social. At Central Hall, S.W.1.
15 Track night: L.M.S.

NOTTINGHAM MODEL RAILWAY CLUB
6 Competition night
9 Film show.
18 Visit to Manchester Model Railway Society's exhibition.

WIMBLEDON MODEL RAILWAY CLUB
14 Film show.

NEWS AND VIEWS OF TRADE INTEREST TRADE

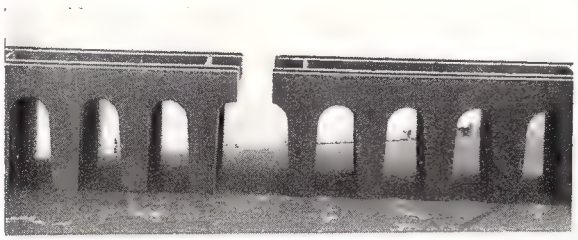
NEW EAMES LOCOMOTIVE



WE have recently inspected samples of Messrs. Eames's range of tank locomotives for the "OO" modeller. The example illustrated is their J50 0-6-0 ex-L.N.E. tank. This comprises a moulded plastic body mounted on a standard Tri-ang 0-6-0 chassis. It is available in a range of finishes and wheel standards, with couplings of different types. The prices range from approximately £3/10/- upwards for a two-rail version in black. For the time being it is intended to produce these locomotives with a variety of numbers, all chosen from the correct J50 range.

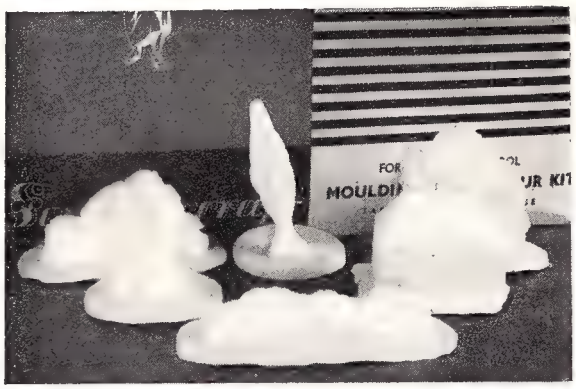
Eames have also produced a super-detailed pannier based on a version of the well-known 57XX casting and the Tri-ang chassis, but scale wheels are fitted and the casting has been very carefully finished. Turned boiler mountings are added, together with correct handrails, tank lifting shackles and engraved brass number plates. Full details of standards and prices are given on Eames's leaflet, which can be obtained on request.

"OO" GAUGE VIADUCTS



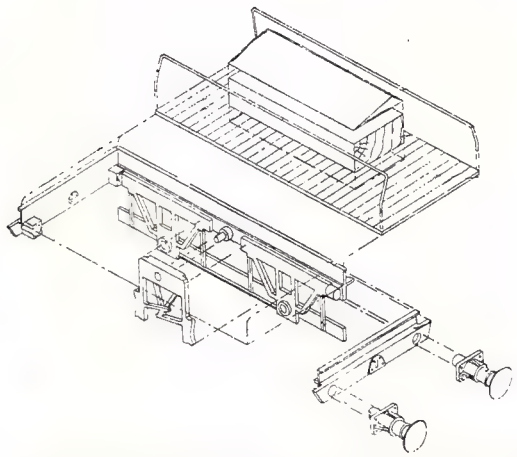
We illustrate above the viaducts submitted to us for review by Peter Carter. The four-arch version measures 6in., the three-arch 5in., and each is 2¼in. high and 1⅞in. wide. Two may be placed side by side for double track.

SCULPTORCRAFT TREE MOULDING KIT



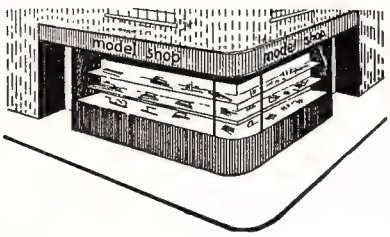
The Sculptorcraft range of moulding kits is primarily intended for children, but this particular example, which produces small but realistic plaster trees, has considerable value to the scenic modeller. The kit comprises a series of plastic moulds into which plaster is poured, and includes paints, two brushes, varnish and instructions. The trees produced are perhaps on the small side for "OO," but are ideally suited for adding relief to background scenery, particularly in corners, where they will introduce a valuable perspective effect. There is also a haystack, which is full size "OO."

G.W.R. SHUNTING TRUCK



Messrs. Southgate Hobbyshop have submitted for our review the latest item from their extensive stock of "OO" gauge products. This is a kit produced by

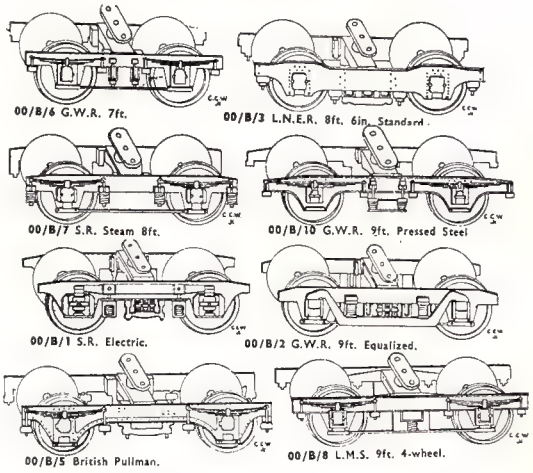
WINDOW



Messrs. Wills for the ubiquitous G.W. (Western Region) four-wheeled shunting truck, an item no layout should be without. The kit is complete in every respect except for wheels and couplings, as due to varying standards the manufacturers consider it best to leave purchasers to provide their own. The buffer beam is, however, provided with a slot for three-link couplings ; other types of couplings can be fitted according to makers' instructions.

Assembly is remarkably simple, as can be seen from the exploded diagram reproduced. The brake-blocks fit on to prepared lugs, the wheels drop into the axle journals, and the buffer beams and head stops slide on to lugs moulded on the side frames. The card floor then drops into place and the tool box is glued in position. Finally, hand rails are added from the wire supplied and the model is painted. Soldering is unnecessary, as the kit can be cemented together if so desired ; thus it may be assembled by the fireside, providing at the end of an hour's pleasant work an exquisitely detailed vehicle which will be a worthy addition to any layout. We can thoroughly recommend this kit.

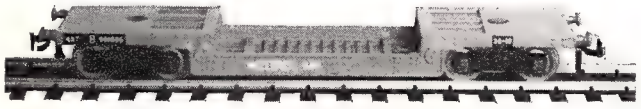
CCW BOGIES



CCW have recently introduced an extensive range of two-rail bogies for "OO" gauge coaches. We illustrate the range above. Full details were published last month in the CCW advertisement. We can thoroughly recommend these bogies to our readers.

Also from CCW are authentic S.R. pattern buffers for electric stock, and shell ventilators for Pullman coaches. These are both neat and accurate metal castings.

HORNBY DUBLO WELTROL WAGON



The latest addition to the Hornby Dublo range of rolling stock is the remarkably neat Weltrol wagon illustrated above. It is modest in price, and incorporates such refinements as a correctly ribbed floor in the well. It is, of course, fitted with Hornby Dublo wheels, and it is, as most readers know, a fairly simple matter to fit the bogies with scale two-rail wheels, so that this excellent model can be used on any "OO" gauge layout.

BOOK REVIEW

OVER A CENTURY OF PROGRESS ON RAILWAYS IN BRITAIN. (C.C.W., 2/-, post free.)

This useful portfolio contains prototype illustrations of the coaches in the popular range of C.C.W. coach kits, including painting details. It was originally prepared for overseas customers who particularly require this information, but since nationalization has extinguished the individual variations of the four groups it is equally useful for the British modeller.

DOVER CORPORATION TRAMWAYS, 1897-1936, by J. V. Horn. (Light Railway Transport League, 12/6 net, postage 6d.)

This delightful monograph deals with the history of the 3ft. 6in. gauge Dover Corporation Tramways system. It is lavishly illustrated and the standard of reproduction is high.

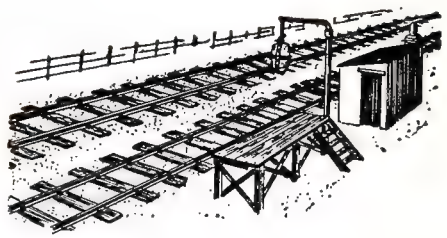
Mr. Horn is undoubtedly a tramway enthusiast, and his book will appeal to all lovers of trams. However, his regrets at the passing of the system may not be shared by motorists who wish to travel through Dover's narrow streets.

STOP PRESS

PURCHASE TAX

We wish to point out that many of the advertisement announcements appearing in this magazine went to press prior to the Chancellor of the Exchequer's autumn Budget, and therefore the majority of prices mentioned by our advertisers in this issue may require adjustment with reference to the increased purchase tax.

READERS' LETTERS



This space is reserved for the free exchange of readers' ideas and opinions

CAMBRIAN GOODS STOCK

Unfortunately the livery details were omitted from my drawings in the September R.M.

1st. Coal wagon and 8T dropside. Body, solebars and buffer beams light grey, ironwork black, lettering white. It should be noted that the solebars of the 15T wagon were grey although they were faced with iron.

13T goods brake. Body grey, ends vermilion, body framing and ironwork black, solebars and buffer beams black, lettering white. The illustration in the October 1903 *Railway Magazine* shows CAM RYS shaded to the right and below, but this may have been only for the official photo.

6T fitted van. Sheeting, body framing at right angles to sheeting and end stanchions, sides grey; solebars, body framing parallel to sheeting, headstocks and ironwork black; lettering, white shaded black; right-hand side, tare and weight in white only.

There is an omission on the rear view of the 13T brake in that two lamp brackets should be shown about 10½in. either side of centre line on bottom framing on the end views.

Wallasey. M. E. M. LLOYD.

SMALL ANIMALS

Most of the animals on the farms of my layout are of three main proprietary makes: G. N. Slater, W. Britain's "Lilliput World" series, and a third make which I believe was made by "Johillco." This last is no longer obtainable, but it gave a good range as suitable as the other two makes for "OO" gauge. There is at present only one type of dog commercially obtainable in this country—the collie sheepdog in the "Lilliput World" series. Though quite common on prototype farms, there are neither cats nor hens, to say nothing of rabbits, obtainable in these three makes. But I got round that difficulty by getting hold of, in W. Britain's series of farm animals for "1" gauge, quite a goodly number of chickens (usually sold in pairs, but they could be cut at the base to separate them), which are about right for full-grown hens in "OO" gauge if painted up to represent the several different breeds, and sets of one black cat with four black kittens in one basket, these kittens being just right for full-grown cats in "OO" gauge. There is also a set of one dog with four "puppies" in one kennel—these "puppies" are exactly the same in shape and size as the kittens, but painted in ginger colour. I took plenty of these as full-grown *ginger* cats in "OO" gauge! Also, I took sets of two rabbits with young rabbits in one burrow. I took the young rabbits and placed them at random as full-grown bunnies in some of the fields. I even got sets of one drake, one duck, ducklings and one nest, from which I took and repainted the ducklings as full-grown drakes and ducks. These are in position for swimming in water, quite different from the ducks in the "Lilliput World" series, which are shown standing on dry land. Also I got sets of one swan and five cygnets, the latter just right as half-grown cygnets to go with the swans supplied by "Johillco," which are just right for "OO" gauge. As to the parent birds and animals, I just got rid of these as presents to my little friends!

By the way, there has recently come out in the "Herald" series a new range of farm livestock which includes a hen and four chickens all on one base, made of a hard plastic. These chickens are just right for full-grown hens in "OO" gauge if painted up, and if cut away from their original parent. Apart from the aforementioned collie sheepdog, it seems impossible to find any dogs of other breeds.

Up to about fifteen years ago, there were obtainable fox hunting sets, which included foxhounds. I was fortunate indeed in that I managed to obtain two such sets, one "At the Meet," the other "In Full Cry," the latter complete with fox, for I have never seen such sets on sale anywhere since. Incidentally, a visitor offered me *ten* times the price I paid for these, but I refused—naturally! I had heard that there were cricket and tennis sets of figures of the same make and scale, but I never saw them anywhere, although I tried the secondhand departments in all the model shops I went to.

Bearsden, Glasgow. W. N. WARRINGTON.

G.N.S.R. BOGIE COACHES

With regard to the drawings published in the July issue, I am sorry to say that some of the data given me by B.R. are not accurate. The corrections are:

48ft. bogie P.B.V., Heywood, 1923. Built G.N.S.R. 23t. 14c., dual and hand brakes, electric lighting and steam heating. Nos. 10, 31, 34, 36 became L.N.E.R. (and B.R.—SC—E) 7131—7134.

48ft. bogie seven-compartment third, Heywood, 1920-23. Built G.N.S.R. 25t. 1c., dual brake, electric lighting and steam heating. Nos. 34, 119 (1920) became 7414, 7417. Nos. 12, 80 (1921) became 7412, 7415. Nos. 6, 15, 112, 127 (1922) became 7411, 7413, 7416, 7418. Nos. 303-306 (1923) became 7427-7430.

48ft. bogie lavatory composite, Pickersgill, 1898-1901. Built G.N.S.R. 24t. 19c., dual brake, electric lighting and steam heating. Nos. 49-51 (1898) became 7871-7873. Nos. 52-57 (1899) became 7874, 7831-7835. Nos. 58, 59 (1900) became 7836, 7837. No. 60 (1901) became 7875.

I do regret these errors, but, as will be appreciated, they arose through no fault of mine—I thought that the numbering applied by the official source would be correct!

Glasgow. J. A. N. EMSLIE.

A NORTH WALES MISCELLANY

Here are four photographs which may interest readers of the RAILWAY MODELLER.

A shot of a three-way stub point on the Festiniog narrow-gauge railway at Portmadoc.

Festiniog loco No. 2, "Prince," on a train from Portmadoc to Boston Lodge halt. August 10, 1955.

Talyllyn Railway locomotive No. 3, "Sir Haydn," at Abergynolwyn (note truck next to the engine).

Model railwaymen do not need a large loco to work a named train! This shows the Cambrian Coast Express leaving Barmouth on the Welsh coast behind an 0-6-0.

The photographs were all taken this autumn.

Leek. COLIN PLANT.

TRACK CIRCUITS

I am very much obliged to Mr. F. H. L. Frecknall for all the trouble he has gone to in the October issue to explain how my 3.5-volt track-circuit bulbs, much to their detriment, used to receive the full benefit of the 12-volt traction current when the rails were dirty. As a matter of interest, since writing my description of the Bigston to Archway line two years ago, I have substituted 6-volt bulbs and so far there have been no casualties among these lamps; but as an added precaution I intend in future to adopt the suggestion of only cleaning the common rail at track circuit sections. Thank you, Mr. Frecknall, for halving my track maintenance work!

Southgate, N.14. G. E. BIGMORE.

BELMONT BRANCH

In the October issue of the RAILWAY MODELLER Mr. Nixon speaks of Belmont (Middlesex) station being unusual for a branch station in that it has an island platform. This is a comparatively recent feature. Up to the middle 1930s this was a single line platform. At this time the line was being worked by one train although it consisted of three coaches; but the rapid spread of London, causing many estates to spring up at Belmont, brought about a much-increased use of Belmont station. At that time the railway was the only means of transport to this area. The L.M.S. rebuilt Belmont station, doubled the track and introduced a second train, which passed the other at this point.

During the war the L.P.T.B. extended bus route 18 through Belmont to Edgware, and doubtless because the bus traversed the centre of the nearest big shopping centre (Harrow), while the train was about three-quarters of a mile from it at Harrow and Wealdstone station, there was a steady decline in the normal-hour traffic.

Today the passenger service has been withdrawn between Belmont and Stanmore, and is restricted to one train at peak hours between Harrow and Wealdstone and Belmont.

Pinner, Middlesex. N. S. EAGLES.

ADVICE BUREAU

The Bureau is at your disposal to assist you with your problems. The service is free, individual and personal, but we reserve the right to publish any query we consider to be of interest. The advice given is based on the experience and opinions of our staff.

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page xiii. We regret that we cannot prepare special designs for individual readers.

I wish to know what you would consider the best materials to use in constructing stations and buildings, etc., which will be in use out of doors. Once these have been made they will be fixed in a permanent position, so I hope you will include in reply the best materials for keeping out the rain and bad weather.

W.R.G., WELTON, LINCOLN.

The general requisite of buildings for outdoor railways is that they should be as far as possible weatherproof. This rules out card, but good-quality timber, metal and concrete have been used with every success.

We recently had the opportunity of inspecting buildings on the outdoor narrow-gauge layout of the Rev. Peter Denny, which were constructed throughout from Piraxna pine, and had been protected with several coats of best-quality oil paint, starting with the correct undercoat and proceeding with several finishing coats. The roofs were covered in roofing felt which had been scribed to represent tiles. Reasonable but not elaborate detail had been added and the buildings had withstood the full force of two Cornish winters.

Concrete cast in simple moulds is generally reckoned to be one of the best materials for civil engineering works on an outdoor layout. This matter was very carefully dealt with in R. A. Tustin's book *Garden Railways*, published by Messrs. Percival Marshall Ltd., to which we refer you for fuller details.

Brass and aluminium have been used with considerable success for detail work, particularly signals and girder bridges. We have also seen accounts of simple buildings which have been constructed in aluminium. However, the important point to remember on all outside structures is that maintenance will be necessary, but it seems fairly certain that provided good paint is used to start with, and the buildings are checked over at least once a year, timber is completely satisfactory for outside use.

Would you kindly let me know where I fix to the track the two wires which come from my transformer?

J.W., NORTH WALSHAM.

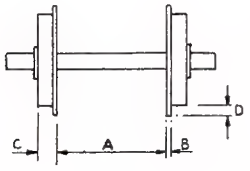
On a three-rail model railway one wire should be taken to the centre third rail, the other to both outer rails; for two-rail one wire is taken to one running rail and the second wire to the other.

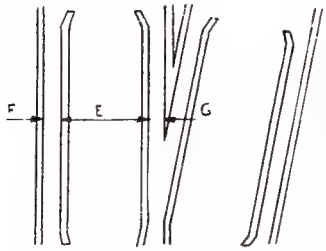
We note from your letter that you make reference to a transformer. We must point out that it is not sufficient to have a transformer only, but that a transformer rectifier must be used. Most power units are in fact transformer-rectifiers and supply the correct D.C. output, but the Hornby transformer will work only in conjunction with the special controller, which incorporates a rectifier. If you use the transformer alone you will ruin the locomotives.

Can you please let me know if the pulp-board baseboards such as Celotex, Insulite, etc., are suitable for spiked track construction,, using the Peco Individulay spiked track components?

D.C.M., MANCHESTER.

We would most certainly recommend the pulp boards such as Celotex, Insulite, etc., for spiked track construction. This particular type of track was expressly designed to be used with these economical and convenient boards, and to gain the full advantage it must be used, as even softwood makes it more difficult to push in the spikes as recommended, while hardboard is far too tough to permit the easy entry of spikes or pins.





"OO" GAUGE STANDARDS

	A	B	C	D	E	F	G	System of Electrification
*B.R.M.S.B.	14.50	0.50	2.50	1.00	14.00	1.25	1.25	12v. D.C.‡
*Graham Farish	14.50	0.50	3.15	1.50	14.00	1.25	1.25	12v. D.C. 2r. or 3r.
*Rivarossi† *Fleischman†	14.50	0.80	3.00	1.20	14.00	1.25	1.25	12v. D.C. 2r.
Hornby Dublo	14.25	0.75	3.00	1.35	13.60	1.30	1.60	12v. D.C. 3r.
Marklin	13.50	0.75	3.50	1.75	13.00	1.75	1.75	20v. A.C. 3r.§
Tri-ang‖	13.50	0.75	4.00	1.50	13.00	1.75	1.75	12v. D.C. 2r.
Trix	11.75	1.50	4.25	2.00	11.00	2.75	2.75	14v. A.C. 3r.¶

ALL DIMENSIONS IN MM. GAUGE, 16.5MM.

Notes. * Standards interchangeable.
† To N.M.R.A. standards.
‡ 2-rail, 3-rail or stud contact at user's choice.
§ Reverse by 28v. impulse.
¶ Reverse by current interruption.
‖ Dimensions vary.

END OF VOLUME 6

The RAILWAY MODELLER CUP

ENTER NOW — CLOSING DATE DECEMBER 31

With this issue the third RAILWAY MODELLER Cup Competition is open, and, with the full volume available, you can now choose, in order of merit, the ten best articles of 1955. When you have done so, fill in the form below (not forgetting your name and address), paste on the eleven coupons in the spaces provided, and forward the completed form before December 31 to:

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1. Readers will decide who is to win the cup by voting for what is in their opinion the order of merit of the best articles published in volume 6.
2. Voting must take place on the official form, and be accompanied by twelve coupons cut from each issue (January to December) of volume 6.
3. Points will be awarded to articles according to placing, and the cup will be awarded outright to the writer of the article receiving the maximum number of points.
4. A prize of three guineas will be awarded to the reader whose list most nearly matches the final placing and prizes of two guineas and one guinea will be given to the runners-up.
5. In the event of a tie for the cup, consideration will be given to the placing of any other articles written by the authors of the best two articles. In the event of a tie for the cash prizes, they will be equally divided.
6. Employees of Peco Publications and Publicity Ltd., The Pritchard Patent Product Co. Ltd., and their families may not compete in either section of the competition.
7. The Editor's decision on all matters is final.

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The RAILWAY MODELLER

TRADE

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YEOVIL. Railway modellers invited to call. Good stocks Graham Farish locos, Peco, Tri-ang, Trix. Agents for Frog airplanes, X-acto hobby knives, Rivarossi. "Hinks for Radio," 36 Middle Street, Yeovil.

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4 and 7 mm. blueprints County Donegal 3-foot gauge 2-6-4T, Alice railcar No. 19, 2/- each, composite and brake third bogie coaches, goods van, 1/3 each. Heaven, 1 Ormond Villas, Ridgeley Road, Chiddingfold, Surrey.

Torbay Model Railway Supplies for Farish, Tri-ang, Trix, S/H Hornby Dublo, full- and semi-scale "OO." Loco, coach, van, wagon and lineside building construction kits. Electrical equipment, and scenic effects. Call, write or phone, 59 Victoria Road, Ellacombe, Torquay. Tel. 7764.

Protect your locos, etc., with polythene bags with seal—dust-proof, damp-proof. Price 1/3. Three bags postage paid. W. Pettman, 56 Lymington Road, Wallasey, Cheshire.

FOR SALE

FOR SALE, gauge "O" clockwork and electric locomotives by Exley, Mills, Beeson, Hornby; rolling stock parts, wagons, track, oddments by Exley, Hornby and other makers. S.a.e. (foolscap) list. Below.

Gauge "OO." Shop-soiled Exley coaches, accessories, fittings, oddments at reasonable prices. S.a.e. (foolscap) list. Below.

Railway books, pictures, photographs, tickets, timetables (working and public), Moore's coloured plates, guides, etc. Foreign and home items. Tramway oddments also. S.a.e. (foolscap) list. The Ridge, Baslow, Derbyshire.

Trix "OO" three-coach S.R. motor train £3, L.M.S. 4-4-0 and tender £2/10/-, L.N.E.R. 0-4-0 tanker £1/10/-. All little used old-type couplings. Hopkins, Park House, Towcester, Northants.

Graham Farish "Golden Arrow" loco; two Pullman coaches; Formo transformer, 240v.; 50ft. Wrenn/Formo track; D.D. crossover, one L.H., one R.H. crossing; King loco (needs attention). Highest offer. Gladwell, 152 Hampton Road, Twickenham, Middx.

FOR SALE. B/L "Duke of York" c/w. New motor this year. £3/15/- Nicholson, 3 Fortfield, Seaton.

SMALL ADVERTISEMENTS

RATES—Private 2d. per word. Trade 4d. per word. Min. 12 words.
Copy must be received by 1st of month preceding insertion. Box Nos. 1/- extra.

Two late models Bassett-Lowke "O" gauge clockwork locos (4-4-0 and 0-6-0), in very good condition. 47ft. of track, including five 36in. straight lengths, three right-hand and two left-hand points, ramprail, turntable, etc. Price £29 the lot. Send s.a.e. for details. Charles Forsyth, Old Mill House, Maids Moreton, Buckingham.

FOR SALE. Trix train set, approximate value when bought £27. Hardly used, excellent condition; price £12/10/-. For particulars write to B. Jones, 8 Whitmore Road, Dairyfields, Trentham, Stoke-on-Trent.

Hornby "O" wagons, Dublo rails, points, R.C. and hand. S.a.e. for price list. French, Rhydda Bank, Nicholas Way, Northwood, Middx.

Large Dublo set, track, coaches, goods wagons, two locos, signals, transformer and controller, plus many accessories. Full details please write Anderson, 95 Seabourne Road, Bournemouth.

SALE. H/Dublo track, points, diamond crossings, three locos, four coaches, rolling stock, accessories, etc. (on baseboard with trestle). Transformers and controllers. £40 the lot o.n.o. Whitley, 23 Church Cowley Road, Cowley, Oxford.

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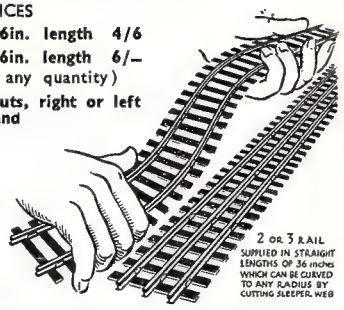

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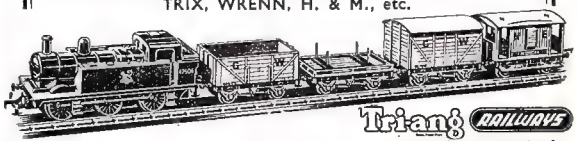
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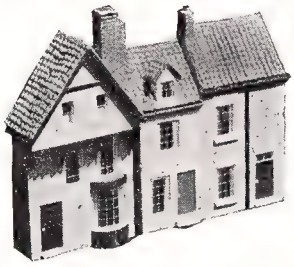

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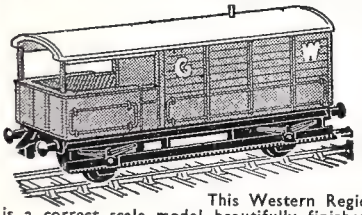

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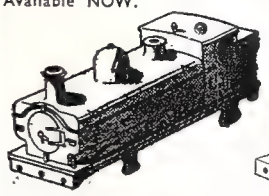

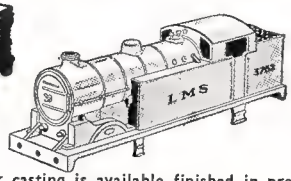

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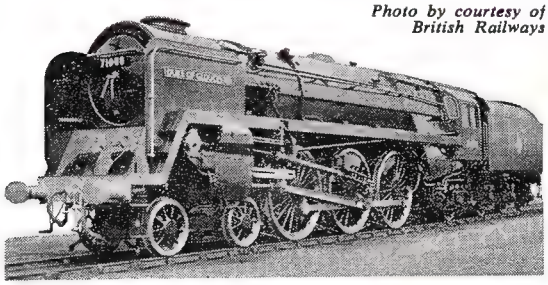

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The cordial welcome given to Mr. D. Lukeman's "Crested Goods" 0-6-0 gauge "O" steam loco, described in "Model Maker" during 1954, with nearly fifty enthusiasts throughout the world building it month by month, encourages us to hope that his 1955 "O" gauge steamer will receive similar acclaim. Prototype is the new British Railways standard 4-6-2 Class 8P locomotive No. 71000 "Duke of Gloucester." This fine-looking modern loco will give constructors an opportunity of adding a real gem to their collection, and will be described month by month with every detail so that comparative novices need not be shy about tackling it. "Model Maker" is the different magazine, catering for the whole field of models, except aircraft. Get your copy from your local shop, or direct from the publishers, price 2/- monthly. "The Duke" started in January 1955 number on sale January 1.

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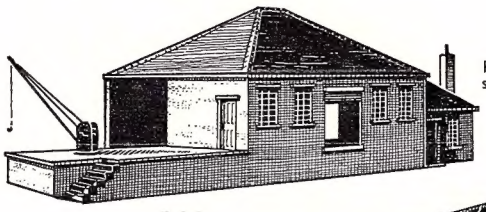

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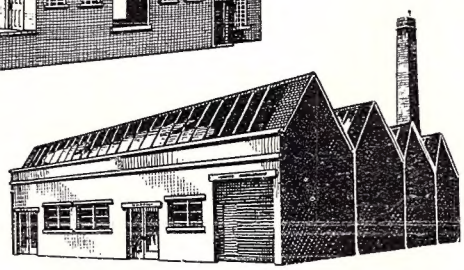

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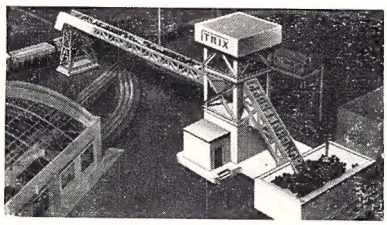

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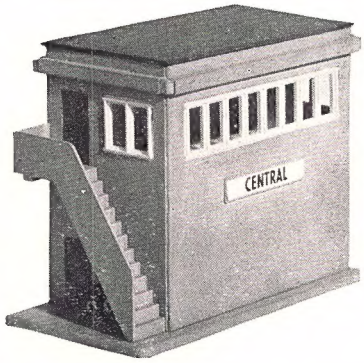

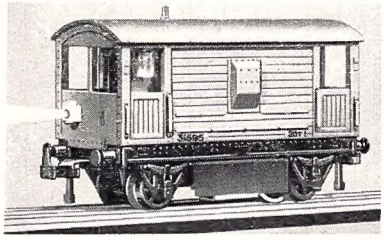

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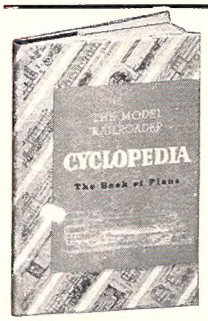

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